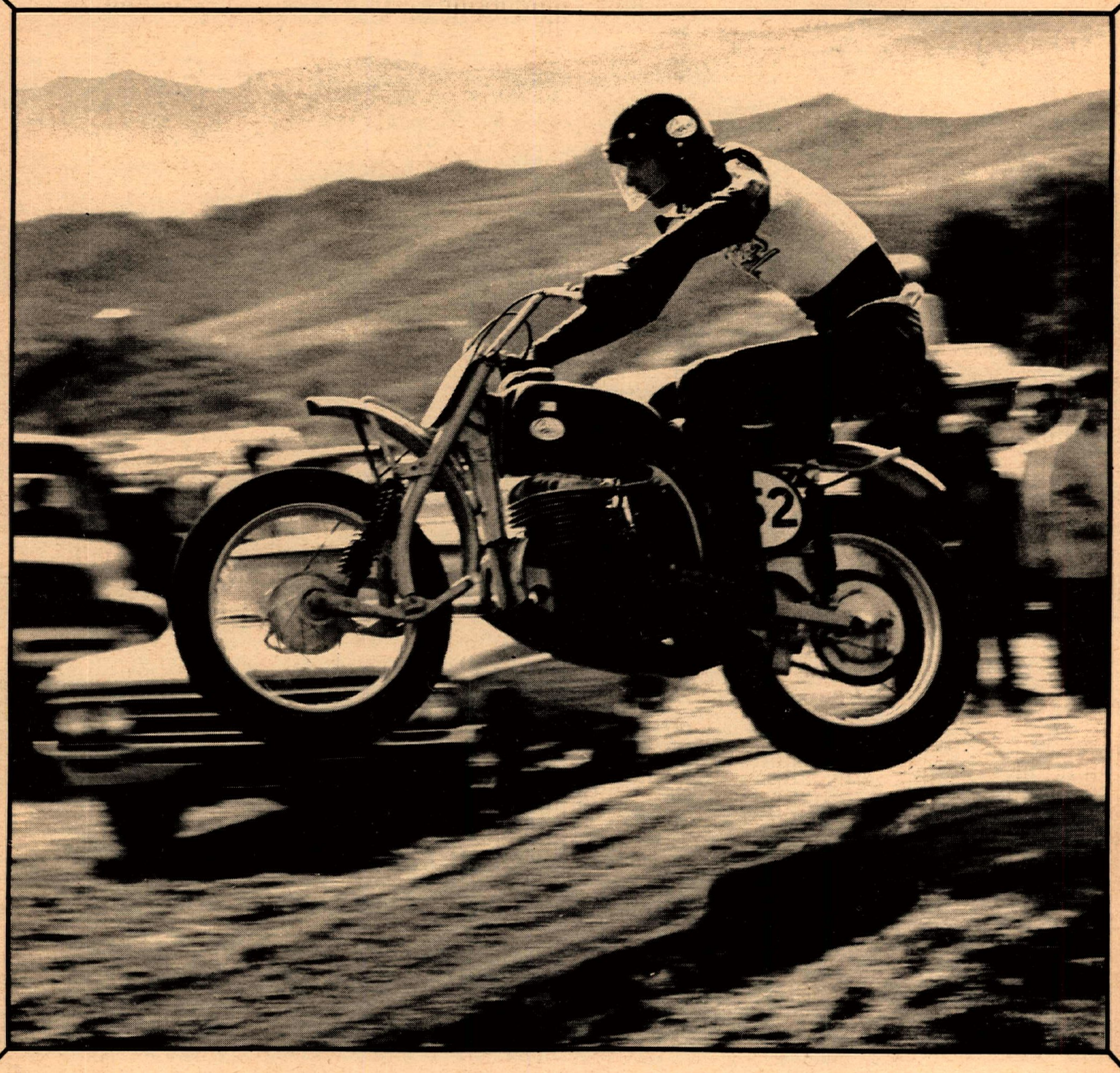
VOLUME IV NUMBER 5

Special MOTO-CROSS issue

Feb16, 1968
25¢

The Motorcycle Enthusiast's Weekly Newspaper

CYCLE NEWS

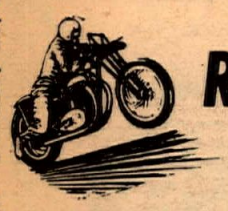


Gary Bailey, probably the most avid new moto-cross racer in the U.S., enters at least three classes in every event, rides nine times, usually takes three trophies home. At Castaic Moto-Cross last Sunday he was slowed considerably by the flu, yet flew to glory, as seen here on his 360cc Greeves sponsored by Nicholson Motors of North Hollywood.

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS



RACING- IT MAKES THE WORLD BETTER

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

INDOOR SHORT TRACK at Portland, Oregon Exposition Center. Paved track, classes 0-250cc, Class A & C. Time trials at 8p.m., first heat at 8:30 p.m. Regular short track program plus handicap event, fast time attempts, match races, etc. Will run every Friday night for rest of winter.

TT STEEPLECHASE RACES at Trojan Raceway, ACA sanctioned. Located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. Points, trophies and money. Starts at 8 p.m. Every Friday night until April.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

FRIDAY, FEBRUARY 9 & 16th

INDOOR SHORT TRACK racing at San Jose, Cal. Exposition Bldg., County Fairgrounds, Tully Rd. between Fwy. & Monterey Hwy. Promoted by Barkhimer Assoc. Free parking, flat asphalt oval. Purse $600 plus 40% over $2700 gate. $50 to season high point rider. Gates open at 6 p.m., first race at 8:30 p.m. Adults $2.50, kids under 12, 75¢. Nov., Am., and Exp. professional AMA riders.

SATURDAY, FEBRUARY 10th

NATIONAL CHAMPIONSHIP AMA INDOOR SHORT TRACK races at Houston Astrodome, Houston, Texas. Time trials 10 a.m. to 3 p.m., $2.00 all seats, $1.00 with ticket to championship races. Championship races at 8 p.m., reserved tickets $3.50, $2.50, $2.00. Tickets available from Pace Management Corp., 4710 Greeley St., Houston, Texas 77006.

HOPETOWN TV SHOW, "Wide World of Sports" presents Hopetown GP films. In installments; International and sidehack races on this date. Approx. 6 to 8 weeks later, Powder Puff and sportsman events will be shown. On ABC TV at 5 p.m. (Tentative date.)

SAT. & SUN., FEBRUARY 10 & 11th

ELSINORE 100-MILE GRAND PRIX by the Gripsters M.C. at Elsinore, Calif. For the first time since Catalina a race through town and surrounding countryside. 9 mile course, rain or shine. Small bikes Sat., big bikes Sun. Dist. 37 desert and scrambles points. Mail entries only, $10, close Jan. 22. Starting position determined by postmark. Motels and camping available. Mail entries to Gripsters M.C., 703 S. Olive, Anaheim, Calif. 92805. Spectators free.

TT SCRAMBLES PRACTICE, new Adelanto Track on Hwy. 395 near Adelanto, Calif. will be open for practice only.

SUNDAY, FEB. 11, 18 & 25th

TT SMOOTH SCRAMBLES by Shasta M.C. of Redding, Calif. Turn west off business loop 5 between Anderson and Redding, Calif., follow signs to track. Practice at 10 a.m., race at 1 p.m. For more info call (916) 241-4008.

SUNDAY, FEBRUARY 11th

PACIFIC COAST MOTO-CROSS CHAMPIONSHIP at the Seafair M.C. clubgrounds, Enumclaw, Wash. Featuring Seppo Makenin, Magnus Kleele, Sonny Burres, Ron Nelson, Gary Conrad, Preston Petty and Eddie Mulder. Pre entry $10 for Expert moto-cross; post entries accepted. For those not in the moto-cross, a scrambles will be held. Over 80 trophies, filmed for color TV. Canadian/American challenge race and a Grand Prix. Send entries to Seafair City M.C. Moto-Cross, Box 963, Auburn, Wash. 98022. For more info call (206) TE 3-7313.

ENGLISH TRIALS by the So. Calif. Trials Assn. at Little Rock, Calif. Foothill Trails area. $1.00 per bike to ride in the area, $2.00 to ride the trials. Limed or red arrow signs from 77th St. in Little Rock. Take 77th St. south to V St., go right to cabana area. Starting time 10 a.m. Overnight campout Sat. night. Plenty of good, long, natural water sections. Call SCTA Sec'y Ray Moreau at (213) 370-8491 for further info.

ACA CHAMPIONSHIP ROAD RACES at Willow Springs Int'l Raceway, Rosamond, Calif. Season opener. Pit gates open at 8 a.m., first race 11:30 a.m. All Grand Prix and Production classes plus Sidecars. Trophy presentation at track. For info write ACA, P.O. Box 247, Fullerton, Cal. 92632 or phone (714) 528-4290.

TT SCRAMBLES by Taft M.C. AMA sanc., graded course, food and refreshments available. Man miles trophy. Practice at 10 a.m., first race 12 noon. Trophies given at race. Location: 1/4 mile west of Maricopa, Calif.

SWEETHEART RUN by Mary's Men M.C. SDRR point run. Starts at Honda of San Diego, Kettner & Ash, San Diego, Calif. Free coffee and donuts. Signin 8:30 a.m. to 10 a.m. Donation $2.00, including meal, choice of fish fry or chicken fried steak. Trinkets for all, bike judging, live music, 27 trophies. Rain or shine. Bring your valentine.

SATURDAY, FEBRUARY 17th

MOTORCYCLE GYMKHANA, Precision riding fun and games plus free safety inspection and prizes for the safest and best riders. Sponsored by the Pomona Safety Council, Jr. Police Dept., Womens Club, Automobile Club of So. Cal. and M/C Safety Council of Southern California. Open to San Gabriel Valley Residents only.

SAT. & SUN., FEBRUARY 17 & 18th

5th ANNUAL COLORADO RIVER RUN by Motor Maids of So. Calif. Souvenir pins, merchandise awards, trophies for all classes. Finishes at Colorado River, modern campgrounds, new restaurant, cocktail lounge, swimming, boating, fishing. For motel reservations, write Lake Mojave Resort, Bullhead City, Ariz. 86430. Destination is Katharine Wash, 7 mi. north of Bullhead City at Lake Mojave. Donation $3.00, post entries $3.25, children $1.25, field meet entry 50¢. Mail entries to Isabel Hetrick, 22119 Hansom Ave., Torrance, Cal. 90502, deadline Feb. 12. Call (213) 835-7872 for complete directions. No official start, pick up ticket and souvenir pin at check 1, Davis Dam (Hwy. 77) Check opens at 9 a.m., closes 5 p.m. Sat. Ham dinner served to all entrants starting at 4 p.m.

SUNDAY, FEB. 18 & 25th, MARCH 3, 17 & 31st

ACA PROFESSIONAL TT SCRAMBLES at Craig Road Speedway, Las Vegas, Nevada. 100cc, 250cc and Open classes. Also sportsman classes. Gates open 10 a.m. All events start at 1 p.m. Professional class has guaranteed purse of $250 per event.

SUNDAY, FEBRUARY 18th

WEST TEXAS CHAMPIONSHIP DESERT SCRAMBLES presented by the Rimtwisters M.C. of El Paso, Texas. Time 1:30 p.m. Location: 3 miles east of El Paso city limits on Hwy. 62-180. This event will be run rain or shine on a 2-1/2 mile course. Three heats, 6 laps per heat. $2.00 entry fee, spectators admitted free. Novice and Expert classes, lots of nice big trophies.

TT SCRAMBLES presented by Stumpjumpers M.C. at Elsinore Race Track, just off Hwy. 71, east of Perris turnoff. Signup closes for 0-200cc at 8:30 a.m., 250cc at 10 a.m., big bore at noon. Gate donation $1.00, ride for $2.00. Trophy presentation at track.

PROFESSIONAL ROAD RACES, at Vaca Valley Raceway, Vacaville, Calif., south of Sacramento, just off Interstate Hwy. 80. Classes for all bikes incl. Production. Purse: 40% of gate less $300. $100 min. to sidecars if there are 6 entires or more. Registration 8 a.m., practice 10 a.m., first race at 1 p.m. Advance entries to Intl. Sp. Cycle Expo., Box 5945, San Francisco, Calif. 94101.

SUNDAY, FEBRUARY 18th

18th ANNUAL MOOSE RUN Hare Scrambles presented by the Four Aces M.C. AMA sanc. point run. Entry $3.25. Two loops, approx. 45 miles each. Trail bikes go one loop. Limed from Wagon Wheel Cafe (Calif. Hwy. 14 & Johannesburg Rd.) Starts at 10 a.m., finishing pins.

TT SCRAMBLES by Stumpjumpers M.C. at Elsinore, Calif. AMA point run. Trophies presented at track. First day race of the year at Elsinore. There will be waiting in line (we hope). $2.00 to ride, $1.25 to watch. Follow Hwy. 91 to Hwy. 71, then follow Hwy. 71 to sign on left side of road.

AMA SPORTSMAN ROAD RACES at Carlsbad Raceway, Carlsbad, Calif. Sponsored by the Playboys M.C. All riders, both pro and sportsman, welcome. Classes from 100cc to Open. Also production class for under-250cc machines. Pits open at 9 a.m., practice until 1 p.m. First race at 1:30 p.m. Everybody rides both heat race and final in both classes.

18th ANNUAL HI MOUNTAIN ENDURO by Penguins M.C. Start-finish at Rinconada Ghost Town. Limed from Santa Margarita turnoff, 7 mi. north of San Luis Obispo, Calif. Spark arrestors required. First rider out at 8 a.m. Sunday. Riders meeting on Cal Poly campus, 7:30 p.m. Saturday. Entry $3 through Feb. 3; post entry $5 Feb. 3 through Feb. 17. Minors need notarized consent form from parent or guardian. Mail to Cal Poly Penguins, A.S.I. Box 111, Cal Poly, San Luis Obispo, Calif. 93401. (NOTE: (Due to this year's tremendous response, the Cal Poly Penguins M.C. has already received over 450 entries for the Hi-Mountain Enduro. Entries have been limited to 500. Prospective post entries should mail applications immediately or call (805) 544-4472 for info. Course length will be approx. 110 rough miles.)

MOTO-CROSS SCRAMBLES at Lodi Cycle Bowl, Lodi, Calif. AMA sanc., rain or shine. Signup 7:30-9 a.m., qualifying heats 9:30-11:30 a.m., races start 12 noon. Classes Nov., Am., Exp. in 0-100cc, 101-250cc, 250-Open. All classes will run at same time in each division. $1.50 to ride or watch. For more info contact Lodi M.C., 5801 Morse Rd., Lodi, Cal. 95240.

HARE SCRAMBLES by Sidewinders M.C. of Trona, Calif. AMA Point run, all classes. Starting time 10 a.m., entry fee $3.25. Limed north of Red Mountain.

SUNDAY, FEBRUARY 25th

SCRAMBLES by Salinas Scramblers M.C. at Salinas, Calif. AMA sanc., no machines under 250cc, all other classes. All riders and machines must comply with Dist. 36 rules. Refreshments on grounds. Practice and signup 9:30-11:30 a.m., race at 12 noon. Admission $1.50 to ride or watch. Located at Salinas Ramblers clubgrounds, 12 mi. north of Salinas on Hwy. 101.

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NATIONAL CALENDAR OF EVENTS

SUNDAY, FEBRUARY 25th

TT SCRAMBLES by Perris Valley M.C. at Perris M/C Recreation Center, 1-1/2 miles southwest of Perris, Calif., off Hwy. 74. No engines started before 8 a.m. AMA point run, donation $1.25, entry fee $2.00, children under 12 free. All lightweights 9 a.m. to 12 noon. All heavyweights 12 noon til ?

SAT. & SUN. MARCH 2 & 3rd

ELSINORE WINTER NATIONALS presented by Nat'l Off The Road Assoc. (NORRA) at Elsinore Raceway, near Lake Elsinore, Calif., east of Hwy. 71. Three events - motorcycles, dune buggies and 4-wheelers. Trophies to first 10 places in motorcycle events. Two-mile obstacle course for bikes, entry $5.00, start position determined by receipt of entry. Deadline Feb. 23. Practice runs and qualifying on Sat., Mar. 2, two classes for bikes - under 250cc and over 250cc. Write Elsinore Raceway, Inc. at 1951 E. Colorado Blvd., Pasadena, Calif. 91107 for entry blanks and further info.

SUNDAY, MARCH 3rd

ANNUAL 100-LAP PROFESSIONAL TT RACE at Ascot Park, Gardena, Calif. Race starts at 2 p.m., all the stars will be there. Track located at 183rd & Vermont in Gardena, Calif., just off the Harbor & San Diego Fwys.

MOTO-CROSS run in Crescent City, Calif. Sponsored by the Redwood Scramblers M.C. All riders invited.

DUAL EUROPEAN SCRAMBLES presented by the "world-renowned" Kern County Trailblazers. Double points for Dist. #35 riders and two trophies (if you go fast enough). Also refreshment stand, genuine heads and ambulance. First race at 10:30 a.m. limed from Buttonwillow, Cal. If you're coming from the Southland, watch for the Buttonwillow turn-off just north of Taft, Calif. This is a fun-ride-no cactus and rocks! For further info call Jack at 805-746-4058.

HARE SCRAMBLES by Sandblasters M.C. of Ridgecrest, Calif. Dist. 37 point run, all classes. Separate course for trailbikes. Starting time 10 a.m. sharp. Concession stand. Limed from Ridgecrest, Cal.

2nd ANNUAL TIGER TOUR POKER RUN by El Tigres M.C. Entry fee 99¢. Starts from Long Beach Harley-Davidson, 3654 Long Beach Blvd., Long Beach, Calif., 8:30-10 a.m. Finish time 2 p.m. AMA sanc., RRC point run. Coffee and donuts at start, run under 100 miles. No bike judging. For more info call (213) 634-2356.

MONDAY, MARCH 11th-SUNDAY, MARCH 17th

200-MILE NATIONAL CHAMPIONSHIP ROAD RACES at Daytona Beach, Florida.

SUNDAY, MARCH 24th

PRE-EASTER EGG HUNT by Terrapins M.C., AMA sanc., RRA point run. Starts at Holiday Honday, 249 Broadway, Chula Vista, Calif. Signin 10-11 a.m. Trophies, fun, award for best dressed egg, bring your own. Coffee and donuts at start. Donation $1.50, food available. For info call 281-2150 in San Diego or 835-0778 in Los Angeles.

SAT. & SUN., APRIL 6 & 7th

CLASSIC AND ANTIQUE MOTORCYCLE RALLY in Visalia, Calif. Presented by the Classic & Antique Assoc., the Concours de Elegance show will be held at the Visalia Fair Mall on Mooney Blvd. Bike judging Sat., April 6 at 12 noon in the huge indoor mall, may be set up 3ny-time between 8-10 a.m. Sat. Also trade meet and roped off parking area for use as riding and display area for unlicensed and racing bikes. Dinner at local banquet room at 8 p.m. Sun., April 7 an 80-mile poker run through twisty Sierra mountain foothills. First Classic & Antique Rally ever held on West Coast. For more info contact Frank F. Conley, Secy., 808 S. Church St., Visalia, Calif. 93277.

SUNDAY, APRIL 7th

1st ANNUAL BONANZA HARE & HOUND by the Nevada Trailblazers M.C. of Reno, Nevada. 100 mile event, first to be run in area for years. For further info contact Nevada Trailblazers M.C., P.O. Box 6075, Reno, Nev. 89503.

SUNDAY, APRIL 21st

HALF-MILE AMA DIRT TRACK race at San Jose, Calif. Fairgrounds. Promoted by Barkhimer Assoc. Professional Nov., Am. and Exp. riders. First race at 2:15 p.m. Purse $900 with Main Event winner guaranteed overall winnings of $500.

SAT. & SUN., APRIL 27 & 28th

FIM NATIONAL TRIALS CHAMPIONSHIP sponsored by Pan-American Racing Assoc. at Sedan, Kansas. 100 miles each day, mud, rocks, forest paths. For more info contact Bill Grapevine, 5326 E. Harry St., Wichita, Kans. 67218. Phone MU 3-6032.

NORTHWEST "HOPETOWN" FEB. 11 & 12

On Feb. 11, 1968 the Seafair City M.C. is hosting the greatest sportsman event the Northwest has seen. The event is patterned after Hopetown in that they have invited two European moto-cross stars, Seppo Makenin and Magnus Kleele and top California riders Preston Petty, Gary Conrad, Ron Nelson and Eddie Mulder. All the riders have stated they would come.

Vern Amer, 4-times Canadian champion, Stan Johnson and Peter Van Breugel will fill out the Canadian entries.

This moto-cross will be the most spectacular event ever held in Washington. Two local television stations have asked to elevise it with Channel 4 doing it in color.

For more information contac' Auburn Suzuki Center, 121 C Street S.E., TE 3-7313, Auburn, Wash.

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New course in the Los Angeles area. $1,000 purse for American riders. *Torsten Hallman * Joel Robert * Alan Clough and three other European Stars *** Write or call for information and advance entries: International Moto-Cross, P.O. Box 3571, San Diego. Telephone (714) 460-4289.

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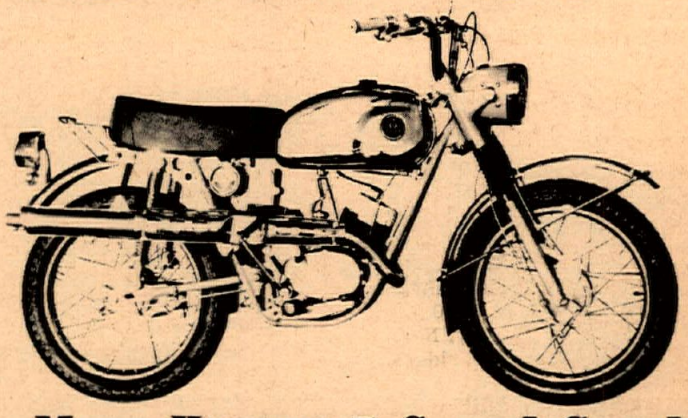

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ROAD RACE

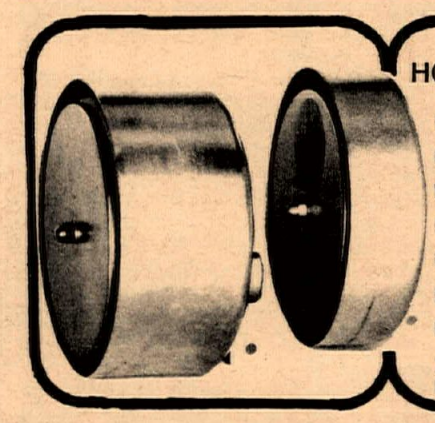
A.C.A. OPENER WILLOW SPRINGS INTERNATIONAL RACEWAY ROSAMOND, CALIFORNIA. HWY 14 TO ROSAMOND, CALIF., NORTH ON ROSAMOND BLVD. TO TRACK.

FEBRUARY 11

All G.P. and Production classes, plus Side Cars

Pit Gates open 8:00 a.m. First Event 11:30 a.m.

TROPHIES AND PENNZOIL



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SUNDAY FEB.18

A.M.A. SPORTSMAN ROAD RACES

REGISTRATION 9–11:00 A.M.

PRACTICE TIL 1:00

RACING AT 1:30

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Voices

COME GET YOUR MONEY!

There are several AMA professional riders who never received their 1967 District 37 Point Fund money, due to lack of a proper address. They are: Butch Turner, Bob Ferro and Don Hughes.

If these riders will either call (213) 245-7481 or write to the address below, their checks will be sent to them.

BERT BRUNDAGE
5575 Terrace Drive
La Crescenta, Calif. 91214

SIDEHACK OPINION POLL

The Side-Hack Assn. made great progress in 1967, and we wish to thank Cycle News for the accurate and timely reporting of our events which proved very beneficial to the growth of our sport. With the start of the 1968 season, including professional T.T. events at Ascot, several people have written the Association for information on future racing events, how to join the Association, and other requests too numerous to list. Yet we feel that many people who would have written did not do so because they were unable to obtain our address or contact individual members. In order to properly inform the public and to obtain a clearer picture of spectator interest in sidehack racing, we would appreciate the opportunity of having a poll taken by Cycle News on the following questions:

1. Does the spectator enjoy sidehack racing at Ascot?
2. Would spectators like to see more sidehacks race at Ascot?
3. If anyone would be interested in information on competing with a sidehack, please include your name and address.

In the interest of unbiased opinion we feel that all letters for the above should come to Cycle News where members of the Association would assist you in the tabulation. We feel that such a poll would be a great asset in the future planning of the Sidehack Assn's goals and growth.

We hope that you will be able to conduct this poll in Cycle News in the near future, and thank you in advance for the consideration of the idea.

MIKE VAN LAAR
Public Information Chairman
P.O. Box 622
South Pasadena, California 91030

("To make it easier for readers to give their opinions to this poll, the coupon below is provided for your convenience. Mail your opinions on the Sidehack Questions to Sidehack Poll, c/o Cycle News, Box 498, Long Beach, Calif. before Feb. 20, and watch for results in this newspaper.")

SIDEHACK OPINION POLL

I do ____ do not ____ enjoy watching sidehack racing at Ascot.

I would ____ would not____ like to see more sidehack races at Ascot.

(Check here and include your name and address if you want to receive more information on sidehack competition.) _____

Name _____

Address _____

City _____

State _____ Zip ____

Mail to Sidehack Poll, c/o Cycle News, Box 498, Long Beach, Calif. Deadline for opinions to be included in published tally is Feb. 20, 1968.

HE OUGHT TO KNOW

Please change my two-year 2nd class subscription to a one-year 1st class sub and bill me for the difference.

My being a Postal Supervisor I should have known better.

NAME WITHHELD
Largo, Florida

THE LOSERS SPEAK OUT

Like many other members of the Road Riders Committee, I have sat back and done nothing to answer the malicious attacks on various individuals, clubs and the RRC in particular which have appeared in recent issues of the Cycle News. However, this last barrage has brought me to the point that I feel I must speak out.

I do so knowing that as a motorcycle dealer I may be jeopardizing my very means of livelihood – because I depend upon the road riders of So. Calif. to be able to earn a living and support my family and I know there will be some who do not agree with me and therefore may choose to take their business elsewhere.

I hope not, but nevertheless I feel I must give the readers what I feel to be a true picture of the RRC.

It is true we have had clubs drop their membership in the RRC lately, but we also have had other clubs join. For you see in the RRC, just as in many other clubs and organizations, we have members who are so mentally immature that when things don't happen the way they want them to, then they pick up their marbles and go home.

But we, the clubs still active in RRC, do not feel that the way to solve problems is to run from them. We know the RRC is not perfect, it may never be, but we are here, working and trying to make it better.

Many of us have had what we think to be good ideas only to be voted down by the majority, but we don't jump up and quit because we can't have our way.

I personally could care less what some individual thinks who has sat on his pocketbook for the last two years and done nothing but criticize. I will accept criticism from anyone as long as he is willing to work right alongside to help motorcycling, but not from someone who attends one meeting a year and then comes only to find fault.

I say this not as a "Johnny-come-lately" either, for I have been an active member of the RRC since the very first night it started and I have held every office but one in this period of time. But still my longevity of service would not give me the right to sit on my backside and do nothing but find fault with others who are at least trying.

It is a well known fact that the only people in this world who don't make any mistakes are those who sit on their rumps and don't do a damn thing.

I must also question the writer's intent when in one column he states that every club who puts on a run has only one thought in mind – the almighty dollar – and in his next column states that the RRC's bank balance is much lower than the previous year. As if to say the clubs judge the success of their runs by the profit they make and then using this same set of standards which he has just condemned to proclaim that the RRC is failing because of the size of the bank account.

Speaking for myself and the Norwalk Centaurs I can honestly say that if we had taken the hours we have spent in preparing for our upcoming Yuma Run and applied this amount of time in some form of profitable moonlighting we could have donated the money to the club and been much better off financially, plus we wouldn't have had to listen to any of the petty gripes that always seem to accompany every run. However, like most of the other clubs in the RRC, the Centaurs judge the success of their run by the number of satisfied participants, and not by the number of dollars we have in the bank.

Incidentally, because of our past success with this run, we will be able this year to also have a free field meet for the riders. So you see, we are progressing.

Also, contrary to what you read in the "funny papers" (referring to the writer's column, not the Cycle News and/or its staff) the RRC does not have a "damn-the-outriders" attitude. This we do say though – don't just come and tell us what you want, but also send along some helpful suggestions as to how we could possibly do it in a manner which will be fair to all.

In conclusion let me say this latest barrage from some of our more prominent juveniles will not be successful in destroying the RRC, because the RRC and what it is trying to do is bigger than these petty attacks.

In fact – what we will need even more than luck this year may have already been accomplished – to get rid of the deadwood!

SHERMAN AMES
Pomona, Calif.

We, the undersigned clubs, having read the above rebuttal, wish to add our voices in the hope that the readers will realize that we are here, working and trying to help individuals, clubs and the sport of motorcycling in general. We also feel that the new set of officers and representatives we now have will enjoy much success this year. Perhaps because each one is trying to justify what he feels to be his obligation to help this sport and not by trying to satisfy his own personal ego.

Marilyn Roosa, RRC Secretary
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California Motor Maids

MEET THE RACERS

By W.M. Askins

Walt Fulton III

The name of Walter Fulton is one to be reckoned with in motorcycle competition.

There are two of them to be reckoned with, the father Walter II, and sone Walter III.

Walt, the younger, catapulted into the upper strata of cycle racing by winning the 1966 Novice Race at Daytona, with an average speed of 89.122, shaving more than two minutes off the record then standing.

His father had paved the way for him. The elder Walt is a West Coast official of the American Motorcycle Association and he has enjoyed a real reputation as a racer in AMA events. However, he retired from competitive racing in 1957 and five years later his son and namesake was racing with an AMA competition license.

The sensational young Walt literally grew up on a motorcycle in Orange County. Under his father's watchful eyes, he was riding at the age of seven. For four years he and his father attended the ACA events. The boy rode 50cc machines and initiated himself into the realm of cycle racing. He learned that you had to be not only good in handling a bike but tough to cope with competitors and brave to win your laurels.

During those years young Walt was a student at a high school a mere 40 miles from his home in Orange. He specialized in mechanical and technical courses, driving his machine to and from school, working on it at night, and racing over the weekends.

Even though his father then worked for U.S. Suzuki, young Walt enjoyed the immense distinction of being an Amateur sponsored by Harley-Davidson, which spared nothing in helping Walter III to rise to the top of the cycle racing ranks.

Young Fulton attained Expert status, and the elder Fulton is Sales Manager for Johnson Motors, West Coast Triumph distributors.

Only 19 years of age, a college drop-out after one semester, young Walt expects to be drafted and says he is not only willing but glad to devote several years of his youth to the service of his nation. Then, he says, it will be time enough to return to the professional ranks and build his reputation.

A veritable tiger on the race track, young Fulton is a very quiet and unassuming youngster off the track. He says that right now cycle racing is his whole life and obsession.

He lives very simply, with no indulgences, and spends his non-cycle time quietly at home. Practically all his friends and acquaintances are cyclists. He talks interminably with them, on every angle and aspect of cycle racing.

He says that this is the time of his life when he feels that it is wise to learn as much about cycle racing as he possibly can and also to get in as much experience as he can.

Later, young Walt expects, there will be time for other things.

NOTICE!

Anyone planning on going to Las Vegas to ride the ACA TT Scrambles, Sunday February 18th, call (714) 528-4318 after 6 p.m. for information on track and location. Let's answer that challenge, fellow!

DID YOU KNOW?

...That the recent compulsory helmet editorials over L.A. TV station KNXT caused more controversy and brought more individual letters than any subject since fluoridation, according to a station spokesman.

* * * * * * * * * * * * * * * * * * * *

...That Evel Knievel and Torsten Hallman were both born on the same day, October 17th? They are Libras, the astrological sign for "balance."

* * * * * * * * * * * * * * * * * * * *

...That next week Cycle News will feature complete coverage of the AMA Indoor Short Track National Championship at the Houston, Texas Astrodome?

MOTO-CROSS A CHANGE IN TIME

By Wes Cooley

The popularity of motorcycle racing has gone through various cycles just as the styles change in fashions and automobiles. Most of you will remember several years ago how popular TT's and scrambles events were, and still are to a great extent. And, I imagine a few of you remember the great popularity in the late 40's of the rough scrambles or moto-cross. From the recent interest shown by the riders and spectators, moto-cross racing is returning.

Three years ago, many riders began losing interest in the super-fast TT and scrambles course which had drawn the greatest number of competitors for so long. Speed had become the ultimate accomplishment and TT and scrambles courses were built with super-speed in mind. The great majority of the riders turned their interest to the development of more horsepower and the handling qualities necessary to high speed motorcycles. So, with this in mind, the ACA decided to promote some moto-cross events of the type which were run in the 40's. Naturally, many people told us they would not be successful because the riders were still mostly interested in TT's and not in are rough riding. However, as you can all see, the riders were right — moto-cross racing is the "in" thing. With the introduction of the new Suzuki and Yamaha, and the promotional efforts put forth by CZ and Husqvarna, as well as Greeves, Bultaco, Montesa and the smaller machines — Moto Beta, Hodaka and Sachs, the emphasis now is not so much on the speed, but on the handling qualities of the motorcycle. In fact, most of the motorcycles used by the Europeans in the recent international moto-cross events held throughout the U.S., had a maximum speed of around 70 miles per hour, and very rarely did the riders exceed 50 mph.

Of course, this type of racing on a closed circuit with natural as well as man-made obstacles is most demanding of the rider's physical ability, and probably least demanding of all on the engine. If you had the opportunity to see the Europeans race, you noticed that they were able to participate without becoming fatigued. This is due, in part, to the physical condition of the rider; the emphasis is on the man rather than the machine. At the last international moto-cross in San Diego, the CZ team did not have their factory equipment which had been returned a week earlier to Europe with their factory mechanic. The CZ team competed on standard CZ's. In fact, one of the machines was owned by a local motorcycle dealer. He had participated on this same piece of equipment throughout the year and had done well, but had not won any events. However, when Joel Robert competed against the Husqvarna factory equipment on this same 250cc machine, he won both the 250cc and the 500cc events. Some may argue that this does not prove anything, but it is a fact.

I think most of the riders feel that moto-cross racing gives them a better chance to compete man for man, and that the super-factory equipment and specialized tuner do not play such an important role in the winning of these events. Moto-cross racing is more for the true enthusiasts who does not have a great deal of money to spend on equipment but is willing to practice and get himself in good physical condition, with a minimum of expense for equipment. This is something that desert rider has known for a long time, and I feel it is really true. The desert rider competes for his own enjoyment and not so much for the thrill of the crowd, but everyone likes to receive recognition for his competition. This is where the closed circuit which is offered by moto-cross racing gives the rider three-fold satisfaction; he can compete and he can receive recognition, and at the same time enjoy himself.

With the proper promotion and attitude by the sanctioning motorcycle organizations toward each other and the spectator, moto-cross will change the image of motorcycle racing.

WHAT IS THE SPIRIT OF THE MOTO-CROSS? To bounce up and down like crazy over natural terrain, as this picture by Jeff Wright graphically illustrates.

NEW MOTO-CROSS ASSOCIATION FOR SO. CAL.

By Darryl Skrabak

In the aftermath of Joel Robert and Torsten Hallman at Hopetown, a new club is forming to bring European style moto-cross to Southern California on a permanent basis.

At a meeting last week, the California Moto-Cross Club announced plans to

* return scrambles racing over unimproved courses to Southern California.
* promote at least one race per month.
* operate under an AFM charter, with FIM moto-cross rules in force at events.
* offer political help and racing preparation for riders wishing to compete in Europe.

At the meeting, held in Burbank, club officials explained they felt their venture would draw support from interest engendered during the recent U.S. tour of Husqvarna and CZ factory riders.

The first event was scheduled by the club for Carlsbad Raceway, Sunday, February 4 (see report, this issue).

Under the FIM rules, European style oval number plates will be required. Either folding or rigid footpegs will be acceptable. Any tire pattern will be permitted, with full knobbies recommended.

All machines will be subjected to a technical inspection at each event. According to club officials, principal inspection standards will focus on correct number plates (three required,) clean appearance, and safety.

The club advised that any machine acceptable for AMA scrambles should pass CMC inspection, providing oval number plates are fitted.

At the present time the CMC is headed by eight men who joined forces after the successful tour by the European riders. Four have raced in International events in Europe. They are Paul Hunt, Stu Peters, Walt Axthelm and Australian Kelvin Francis.

With the club chartered by the AFM, and the AFM in turn tied to FIM, the European race sanctioning body, participation in club events will provide U.S. riders a convenient means to acquire a competition license for International class European events, according to CMA officials.

Club dues are set at $10 for competitors, with $6 going to the CMA, $2 for AFM membership, and $2 buying an AFM moto-cross competition license.

For Carlsbad event races are slated for 250cc, 500cc, and over 500cc bikes. The club plans to offer separate classes for little machines up to 125cc and sidecars at later events.

Attention Corner Captains

Staffing at CMA events will depend to a great extent on enthusiast help, the club officials said, as during events many club members will be busy racing. Anyone willing to assist at a race will be put to work, and CMA membership won't be required.

Some future events will be scheduled for Saddleback Park in Orange County, the club announced, as soon as Cycle World's publisher Joseph Parkhurst completes negotiations to open the park.

For more information on joining the CMA or helping in an official capacity to run the races, write or call Walt Axthelm, 1049 West 5th Street, Pomona, Calif. (714) 629-8642.

WHAT IS MOTO-CROSS?

The word moto-cross, sometimes spelled moto-x, means a scoring system which computes a racer's finishing positions in two or more races to arrive at his overall score. The system was devised in Europe to score the international scrambles series, which are also called moto-cross scrambles.

As it is used here in the U.S., a moto-cross is a rough scrambles over a fairly short course in which all riders in a class get to race two or three equal races ("motos"). Points earned for their finishing positions in all three races are added up to determine who is first, 2nd, 3rd, etc. in the overall moto-cross standings.

It would be an oversimplification to say that moto-cross is a "best-two-out-of-three" contest and that conventional main event scoring is a "once-and-for-all" gamble. Both systems promise the racer more than one ride for his entry fee. But the rider who fails to qualify in the preliminaries is out of a main event ride. While under the moto-cross system, since the "main event" is run in two or three starts, he gets to ride them all.

It is possible for a rider who is consistent to win a moto-cross on points without winning a single moto.

With the merging of the European moto-cross system into the "heat-semi-main-event culture of the U.S. scrambler, it was inevitable that a sort of hybrid scoring system would develop. So when the number of entries in a scrambles class are too few for running heats and mains, the class may be run off moto-cross fashion while the more popular classes ride conventional elimination heats, semis and mains, all in the same day's racing.

But moto-x is more than just a scoring system. Since the visits of the European masters of this art, moto-x has come to mean the extremely high speed version of rough scrambling.

To a motorcycle population familiar only with the smooth coursemanship of TT-scrambles, the visiting European moto-x stars were a revelation to behold. What Americans had accomplished with bulldozers and scrapers the moto-crossers did with mere motorcycles. They demonstrated how to be remarkably fast and smooth on the roughest courses.

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MOTO-CROSS CARLSBAD CAPER

Story and Photos by John Shedd

Sliding, muddied Preston Petty had discarded his goggles, now bites his lip and continues on, Suzuki mounted.

Walt Axtheim, riding CZ, won the 500cc class hands down, winning all three motos.

Here's one of the grassy uphill off-camber jumps, with one rider in midair and a Husqvarna-mounted competitor in hot pursuit.

Talk about varied terrain — there was a little bit of everything, and the course offered true moto-cross conditions.

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Sloshing along through the Carlsbad mudhole was just one of the obstacles to be overcome by moto-cross contenders last Sunday. Jumps, off-camber turns, sandwashes and grassy hills also added to the fun.
Photo by John Shedd

Only a month slipped by from the time of the California Moto-Cross Club's first meeting until their first race, Sunday, Feb. 4. The AFM affiliated club picked Carlsbad for the course and it proved to be a excellent choice. The course is on the opposite side of the pits from the road race track and drag strip. The twisting 1-mile course is strictly natural terrain, with only a few bushes cut down in places. The course wound over the sides of two hills and through the hollow between them. Track conditions varied from soft sandwashes, mudholes, hills, jumps and bumps, to grassy uphill off-camber turns. There were many good vantage points for spectators, and the mudhole, which grew from small and shallow to deep and treacherous, was perhaps the favorite.

The Expert and Junior classes in both 250cc and 500cc motos were combined, and they were also the only two to run. Each class ran three twenty-minute motos over the well marked course. The club did an absolutely great job of handling their first race, and their enthusiasm and hard work will be a great asset to moto-cross racing.

The motos were alternated between the 250 and 500cc classes, with the 250's starting things off. Husky-mounted Bill Silverthorn grabbed an early lead in the first moto, and led for the first five or six laps. Gary Conrad (Suzuki) and Walt Axthelm (CZ) worked their way up to the front of the pack, with Conrad in second and really pushing Silverthorn. Preston Petty wheeled his Suzuki out of the pits, after the last rider had topped the first hill and disappeared. He zipped around the track with wild abandon working up to fourth position behind Axthelm. Silverthorn and Axthelm both dumped on the same lap and Petty moved up to second. The two Suzuki riders finished one two with Conrad taking the win.

Petty snatched the lead from the line in the second moto, with Conrad and Silverthorn in hot pursuit. Silverthorn was forced to give up second spot to Conrad who immediately dropped out of the race with a brake failure which was probably caused from a crash in practice. This moved CZ-mounted Lon Peterson up to third, and they finished Petty, Silverthorn and Peterson.

The third and final moto found Petty back in the lead, with Al Baker on a Husky holding on to second. Petty went down in a mudhole (which was really bad after five motos) and Baker took over, followed by Silverthorn and Tim Hart (CZ) who was the first place junior. Silverthorn finally managed to get by Baker when mud caused his throttle and brakes to fail at the same time. With Baker out, Hart moved up to second behind Silverthorn and Petty had worked his way back up to third, where he finished behind Silverthorn and Hart.

Conrad, Petty and Silverthorn each won a moto, but Petty was the 250cc winner and Silverthorn was second. Conrad, who was only able to complete one moto, still had enough points to finish fifth.

The rider in this class who really had had everyone rooting for him was Lt. JG Arthur Wittig, who rode to the meet on a Kawasaki twin street rig (lights, tag, street tires and all) and entered his first race. His riding style might not have been spectacular, but his courage was, considering what he was riding. He managed to finish all three motos and take sixth place in the Junior division, on a machine that should never have left the pavement.

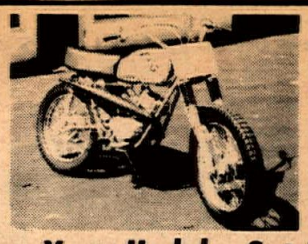
Walt Axthelm and his CZ really did everyone in and made a clean sweep of all three motos in the 500cc class. Maico rider Stu Peters grabbed the lead in the first moto with Lon Peterson, also on a Maico, and Axthelm running close behind. Peters took a nasty spill and Peterson took the lead with Axthelm second and Ray Sledge (CZ) third. Peterson broke a chain and Axthelm took over and led to the finish.

Peters again shot out in front in the second moto, with Peterson and Axthelm again following. Walt managed to overtake Peters along with Peterson and junior class leader, Husky mounted Lynn Fortner. It was Axthelm's race with Peterson second and Fortner third.

The last moto was Axthelm all the way. It was his sixth twenty-minute moto of the day, since he rode both classes, but he still poured it on. Peters got the jump at the start, but Axthelm took over on the first lap. Peters pushed hard and stayed on his tail for several laps, but when Axthelm took the checkered flag, he had a fifty-six second lead.

A beautiful day and a superb course, combined with some of the top moto-cross riders, and the California Moto-Cross Club provided a day of good action packed entertainment.

(Results on page 16)



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CASTAIC MOTO-CROSS

Photos by Chuck Clayton

ACA couldn't schedule their moto-cross at Castaic, Calif. until the last minute, owing to zone variance delays. Here the 100cc class clutches away with #22 E.C. Birt in front.

Mike Runyard and his M-B sportcycle.

Spectators viewed the races from handy hill.

Steve Hurd (here on Kawasaki) won open class contest with 500cc Matchless.

Russ Robinson and his Suzuki went lickety-split in the trailbike class.

Gary Bailey (79x) versus George Walker in a sample of the close, fast action at Castaic Sunday. (See results on page 16).

A MOTO-CROSS IS A SCRAMBLES

By Maureen Lee

Now that the word moto-cross has suddenly blossomed into use with everyone in motorcycling it's interesting to find that so many people think that moto-cross is a different type of racing from scrambling. It's not. It involves a slightly more complicated type of scoring system, and in Europe time is also a factor that can win or lose a race, but it's still scrambling.

Scrambling was started in England where the natives have a habit of devising sports that tax man, beast or machinery to the limit just for the fun of it, and there the word scrambles and scrambler is still much in use. The term moto-cross came from the Continent where the Continentals took the scrambles and started throwing them with much more professional organization and an eye to business than in the British Isles. There scrambles remained almost entirely sporting.

While moto-cross and scrambles are therefore essentially the same thing, it's in America where the greatest changes in the sport have taken place until some of our scrambles can barely be called that. As Don Rickman said after riding Perris, "That's not a scrambles, that's a speedway!" But then maybe no one explained to him the American term "TT Scrambles."

A TT scrambles is run on a course that must be 50% improved and may be 100% improved as is Perris and was the old Prado Park. Speed as much or more than skill can be the deciding factor in these races and riding these all the time will not develop riders competent enough to ride moto-cross.

The old-fashioned rough scrambles is a different breed of cat and is fast going out of style because we just don't have the locations in which to throw them. In these at least 50% of the course has to be unimproved. The rules for either a TT scrambles or a rough scrambles are the same and it's here that the term moto-cross comes into the picture. In local scrambles if there are not enough machines in a given class to run a progressive program then the moto-cross scoring system is used. Each rider rides three heat races or "motos" receiving points each time for his finishing position. These are totalled at the end of the three for the overall finishing position.

Other American-type scrambles are run in the desert such as the Hare Scrambles and the European scrambles. The Hare Scrambles is similar to the Hare and Hound. A "hare" limes the course and the same course is used over and over again up to a total of 50 miles with the actual circuit not being shorter than 5 miles. Check points are used where a rider's tank card is stamped and have to be arranged so there can be no cutting of the course.

European scrambles are again a desert-type event. These are mass-starts in each rider classification and are run over a closed course for, preferably, one hour. At one time no pre-practice of the course was allowed but District 37 is not allowing a practice lap at the discretion of the promoting club should they feel the need for one.

Getting back to Europe now, their scrambles or moto-cross are run constantly over courses that for the most part are completely unimproved. It's in the FIM rules! Also, the more difficult the terrain the better it is. The sport has developed into real big time business and the riders are second to none in the world because of their background and training. A young European starting out progresses from weekend riding in club events over unimproved unknown courses week after week to where, if he is good enough, he will become one of the elite. The International moto-cross rider riding for his country and with a place on one of the big works teams, and as we all witnessed at Corriganville, Forst and Castaic, really are elite!

It's unfortunate that so far our American system has changed scrambling so much that we can't produce enough riders to compete successfully with them, but then we also have to gear the sport to our local conditions. However, the time has come to where riders with an eye to this highly specialized type of scrambling may get a break. For quite a while the ACA promoted moto-cross over rough courses that some scrambles riders wouldn't touch with a ten-foot pole and the tun-out was never great although the action was fantastic. But since the European invasion that ended with them taking home the booty, riders are beginning to see their failings, and riding the rough stuff is getting popular again.

A new Moto-Cross club has been formed by the cream of our local moto-cross riders who had seen the writing on the wall way before a lot of other people did, and some of them, including President Paul Hunt have spent a few seasons on the European circuit so therefore know the ropes. We say hurray! We want to see it become "fashionable" to ride the rough again the way it used to be.

So once again, moto-cross and scrambles are the same thing but now in American terminology we've taken to using the word moto-cross for the hardest type of scrambling and the term moto-cross rider as a man who is at the top of his chosen sport.

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Preston Petty and Suzuki team up to make an unbeatable force Sunday, February 4th at the Carlsbad Moto-cross. In recent weeks Preston has dominated the local racing scene with his TM 250 Suzuki Moto-cross machine. The Suzuki team of Preston Petty and Gary Conrad are giving a superb show of the TM 250 in the desert, at TT scrambles and now in moto-cross. Watch the progress of the Suzuki team with more to come!

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Steve Hurd Wins First ACA Moto-cross with Matchless G85

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Caught in mid-air by the camera of Walt Sawhill at the Aztec Park International Moto-Cross held in Sedan, Kansas are (from left) America's Glenn Vincent (Bultaco), Sweden's Steffen Enquist (Husqvarna) and Belgium's Roger Decoster (CZ). Vincent finished higher than any other American at the FIM moto-cross race held in Pepperell, Mass.; Decoster cleaned house in Kansas.

FROM THE GRAPEVINE

An interesting visitor from Kansas dropped into the Cycle News offices recently – Bill Grapevine, a man whose positions, enthusiasms, activities and plans for the future are numerous.

Bill is President of PARA (Pan-American Racing Assn.), a MICUS/FIM affiliate for the U.S. along with several other associations – AAMRR, ACA, AFM and the Tennessee-Carolina Racing Association. Grapevine's jurisdiction extends throughout 16 central states ranging from Missouri, Oklahoma, Kansas, Colorado, Texas, Indiana and Illinois up to the Dakotas.

He is the man responsible for the illustrious European moto-cross aces appearing at his hometown track, Aztec Park, in Sedan, Kansas, is Vice President of MICUS, and is currently marketing two motorcycle frames – the Aztec speedway frame and the Maverick cross-country frame, suitable for both trials and moto-cross.

While visiting in California, Bill set up Steens, Inc. as the distributors for his merchandise, remarking that John McLaughlin, Walt Axthelm and MICUS/ACA President Wes Cooley had also expressed interest.

"Had real good luck with the trials frame last year," says Grapevine. "Won the FIM National Trials Championship of the U.S. over competitors from many states. I used a Hodaka engine when I won the championship – now I've got a Kawasaki 120 for this year's title attempt."

Getting on to the specifications of the frame assemblies, Bill explained that the short track speedway frame weighs a mere 110 pounds including a 250cc Bultaco engine, about 60-65 pounds bare. It is constructed of 4130 chrome moly tubing, will accept any 250cc engine or less, down to 100cc, and has a 52" wheelbase.

Grapevine markets his package without an engine, but all the other goodies are included – wheels, seat, magnesium rear hub, mounting plates, etc. – for $400. It's just necessary to specify which engine is to be used when ordering. Steens, Inc., 1635 W. Valley Blvd., Alhambra, Calif. 91803, will furnish brochures and further information on the Grapevine frames. Their phone number is (213) 283-8229.

Bill then continued enthusiastically about his competition plans for the future. First on the agenda for 1968 will be the FIM National Trials Championship, Saturday and Sunday, April 27 and 28, in Sedan, Kansas. The course sounds demanding indeed. "It's 100 miles each day," says Grapevine," all rocks, mud and forest paths. Last year 37 riders started at 9 a.m., five finished at 7 p.m. And, by the way, for us old folks, none of the finishers was under 30. On the second day, 16 started and all finished."

Moto-cross racing has become increasingly popular in the Kansas-Oklahoma area, and trials are held each month. Much of the interest in moto-cross was sparked by the appearance of the seven European riders at Grapevine's Aztec Park event. And Bill has a few comments on the versions of his race that appeared in several motorcycle publications.

"In the report that appeared in Cycle News written by Ray McCarty, for instance, it was stated that there were no flagmen, no ambulance and practically no spectators," says he. "Compared to Hopetown, I supposed you could say there were no spectators, but 1,414 paid admissions came through the gate. I felt pretty good about that because I had only about five weeks to put the entire show together, handle advertising and promotion, and prepare the track."

"But," continues Bill, "my gripe was that from 8:30 in the morning on, there were 6 flagmen, each with a yellow and a red flag, stationed at positions around the course. And Ray McCarty parked beside the ambulance, which every rider had to go around because it was parked right at the pit gate entrance. But it wasn't needed, although I doubt that a single rider didn't fall at least once, including all the Europeans. Last year Hallman complained that all the courses he ran were too smooth, too fast and too easy. This one was different."

Will the Europeans be back for a PARA race in Kansas this year? Yes indeed, confirms Grapevine, they will return in November, with dates to be finalized at the February meeting of MICUS.

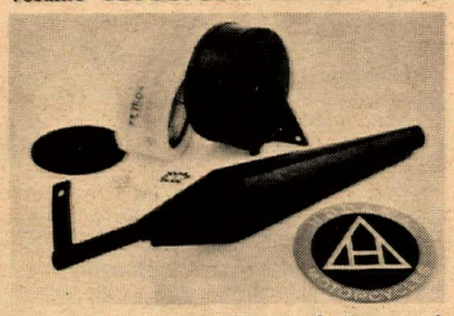
Dave Bickers told Bill that the Kansas track was most similar to conditions they were accustomed to. "It's wide enough and fast enough to provide good racing," said Dave after the event, "yet it was tough enough that even we were getting tired, and tricky enough that we all had a turn at coming off." Joel Robert and Bickers hope to come back early this year and help in making a few minor changes to the course.

For riders interested in further information on the upcoming FIM International Trials in April, or other PARA activities in the central states area, write Bill Grapevine at 5326 East Harry St., Wichita, Kansas 67218, or call him at MU 3-6032 in Wichita.

UP WITH HODAKA POWER AND LONGEVITY

Those popular stormers, the Hodakas, have been given an added shot in the arm with two, newly developed items by Steen's, Inc. An engineered expansion chamber exhaust and high-capacity air cleaner mean extra power, longer engine life and less plug fouling for the ubiquitous lightweights, it is claimed.

The new exhaust cone, which mounts to the stock headpipe, is tuned for good torque throughout the rpm range used in cross-country racing. Both cones of the chamber are well covered with a ventilated heat shield. Priced at $21.95, the exhaust is finished in heat-proof, flat black, as is the companion part, a high volume carburetor air filter which



mounts in place of the stock item, and has added support to counteract the strain of increased size. The washable foam element is the well-known Filtron cleaner. Lack of restriction also permits tuning for maximum power at high rpm. The element is quickly removable for cleaning by spinning off a single wingnut. Because of its size, the cleaner necessitates removal or relocation of the Hodaka battery. Price is $14.95; replacement elements are $4.95. Both items are offered as a power package deal for $34.95. Orders should request Hodaka Tuning Kit HTK-90, available only from Steen's, Inc., Box 2276, Alhambra, California 91803.

Bill Grapevine's Aztec speedway frame.

Here's Bill Grapevine in action aboard his Hodaka-engined Maverick cross-country and trials frame. He's shown on his way to victory in last year's FIM National Trials Championship in Sedan, Kansas.

DRAG RACING

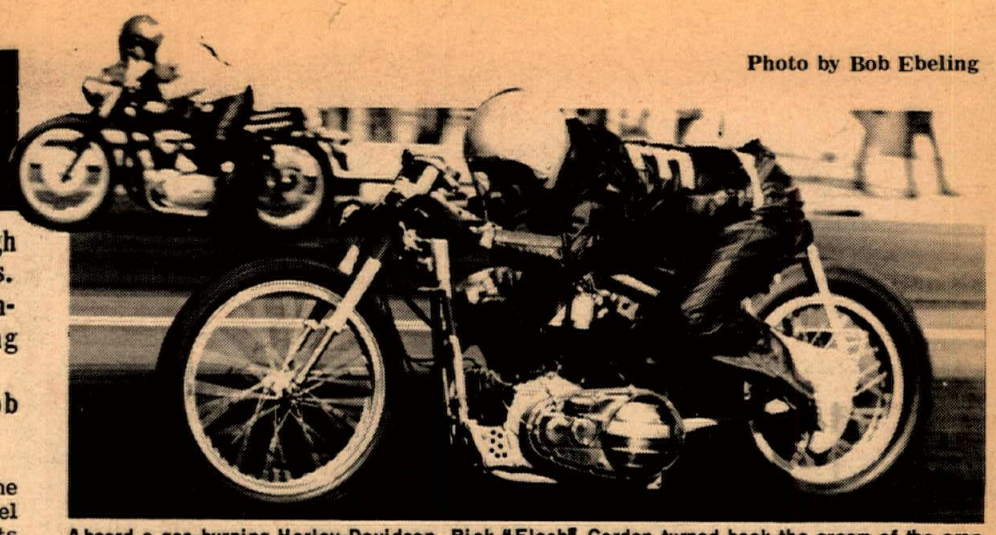
By Bob Ebeling

Rick "Flash" Gordon rode his gas burning Harley-Davidson through a field of eight top contenders at Lions Drag strip for top bike honors.

Subtle, and yet even brazenly-exposed combinations of fuel burn-power were thrown up to prevent the Harley-Davidson team from making another victory.

Ed Kretz & Son fielded two machines, one the Triumph of Bob Ebeling and another, Boris Murray's twin engine Triumph.

Photo by Bob Ebeling



Aboard a gas-burning Harley-Davidson, Rick "Flash" Gordon turned back the cream of the crop to take top bike honors at Lions Drag Strip last Sunday. Whether twin-engined Triumphs or fuel-fed Harleys, Flash got the best of them all.

To further effect a block on these headlong victory dashes of Harley Davidson, Don McEvoy obtained the rider services of Don Harris and entered the big "Jack Shaft" twin engine Triumph.

One additional entry against the Harley clan was Bob Braverman's 10-second twin engine Yamaha.

All of these well armed drag strip warriors stood back and looked with a trace of humor at the Harley entries. There was Rick Gordon, good Harley but only running gas; Don Lingo, also on gas and slower than Gordon; Joe Smith, the only fueler and real threat felt by the opposition. Mel Disharoon (he's on fuel but only 55 inches and just under the qualifying wire of elapsed time).

Eight entries that qualified below 11.50 seconds, pair 'em up and you have a first round of eliminations that bring the specators off their wooden perches like birds of prey as the races are won and lost in the last few yards of the quick quarter mile.

Round One – Triumph vs. Harley

Ebeling and Disharoon were the first opponents to fire on the "Sure Start" electric rollers and proceed to twist throttles until cylinders and headers became an iridescent glow of combustion temperatures.

Just like traffic, only one yellow light before a green. Have to be on your toes to get out of the gate first.

When it came, they were out of the chute together, but Disharoon was taking the long-distance route for the quarter mile. Back and forth fish tail left and right was Dish's plight, but Ebeling shot straight and gained a quick lead.

That straight sprint was good but only until the last few yards as Disharoon's Harley-Davidson began pumping igniting like something with super energy. The Harley swept past the Triumph with a run of 11.23 seconds at 129.68 miles per hour.

Yamaha vs. Harley

Next up for a race to those glorious timing lights were Bob Braverman and Don Lingo. Yamaha vs Harley and Van Nuys, Calif. is no loving sister city to Chicago, Illinois. Call it what you will, city vs city or brand against brand or even yet rider vs rider, it was another contest decided in the last few feet and fractions of a second.

Lingo and Braverman were out of the gates in a simultaneous movement. Wheel to wheel, shifts made in slick moments of time but somewhere Don Lingo's Harley hesitated for 9 hundredths of a second. Braverman tripped the winners lights with an E.T. of 11.09 seconds and Lingo lost out at 11.18 seconds.

Don Harris fired the big twin-engine Triumph of Don McEvoy as "Laidlaws" Joe Smith brought life to the 80" inch "Knuckle Head" Harley that has so many times found victory in the quarter mile. The twin engines of McEvoy are phased 180 degrees apart and they make an Offenhauser sound tame in comparison, but those sweet sounds don't win a race. It's power that does the job and it has to be transferred from engine to gearbox, to the wheel and then directly onto asphalt.

That's where Smith's Harley-Davidson lost out on this race, for half way down the strip, power transmission was lost. The big Harley jumped out of gear and McEvoy's double was ridden for a victory in 10.79 seconds at 132 miles per hour.

Only one race left in this first round of top bike. One Triumph and two Harleys are out of the program. The strategy to put the Harley-Davidson supremacy down seemed to be working!

Boris Murray and Rick "Flash" Gordon now fired up. Boris sat unconcerned just off the rollers, tweaking the throttle and waiting for engine heat to build up.

Gordon pulled up about thirty feet and his assistants grabbed hold of the machine to hold the gas burner as the rpm came up, clutch dropped and the rear slick revolved into a smoking, traction-grabbing pulp of rubber and asphalt.

Harley Twin Eats Triumph 4s

O.K., now they were both ready and rolled forward into the staging position, Zap!, the green light and they're both out and on the way for 1320 feet. "Flash" Gordon made the lights first with a fantastic 10.71 in comparison to Murray's 10.75. Gordon's gas burner had clocked 133 miles per hour while Murray's four fuel fed cylinders stopped the clocks at 148 miles per hour.

Four were all that's left for Round Two. Two Harleys yet in contention and matched against two able adversaries, the twin Triumph of Don McEvoy and the twin engine Yamaha of Bob Braverman.

First race found Braverman and Harlye's M. Disharoon side by side on the line. Braverman put the Harley down with a winner's E.T. of 11.10 seconds at 128.31 miles per hour.

Second race of round two and only Rick Gordon's Harley Davidson remains in contention and what an opponent he has! Don Harris is doing an excellent job of piloting McEvoy's twin engine Triumph against all comers. Eighty inches of 9,000 rpm, fuel-bred Triumph, against a similar displacement of Harley-Davidson on pump gas.

Criminitley!, they were out of the hole together and the double was running like Al Capone with the FBI on his tail, but the winner's light goes on the Harley-Davidson side.

Yep, Gordon is the "Flash", for his Harley won with an E.T. of 10.93 at 131 miles per hour. He put down two twin-engine Triumphs in a row and only one twin-engine machine barred the path to top bike honors. The plucky Yamaha of Bob Braverman.

Wait a minute! There were five fuel burning machines here in contention but now none remain. The two surviving contenders, Braverman and Gordon are on gas!

Flash Gordon Earns His Nickname

Well, the fuelers are all out and Harley has only one opponent left. How can I say only one, this guy is unlike real! Low ten seconds at his best and poor runs net high tens. Bob Braverman, your work is really cut out to put down the Harley-Davidson hold on top bike honors.

They're fired up and on the line, a yellow skips to green and rpm's fluctuate as the slicks spin madly trying to melt into the asphalt.

At the eighth mile Braverman is behind as Gordon throws his full weight into a power shift and misses the lever. His face comes down and smashes into the fork crown, splitting a lip like an over ripe cherry pinched in the super market. Braverman gains and then catches the Harley but Gordon goes again for the shift and makes it. The fabulous Harley picks up what had been lost and takes the winners light by a hair. Rick "Flash" Gordon turned 11.09 - 129.00, while Braverman's E.T. clock showed a run of 11.26 seconds.

News Flash!

This weekend's top bike runoff was such a success and good racing that strip manager C.J. Hart has posted $900.00 (nine hundred dollars) for an all bike meet on March 23rd.

Plan now, for the winners may need every extra pinch of preparation and power to secure a piece of this big pie.

It's an all bike meet for all machines of every kind and size on the fourth weekend in March, Saturday, the 23rd. Tell your friends.

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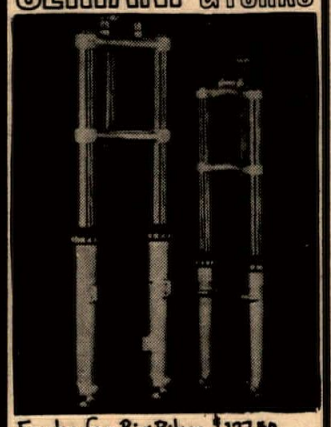

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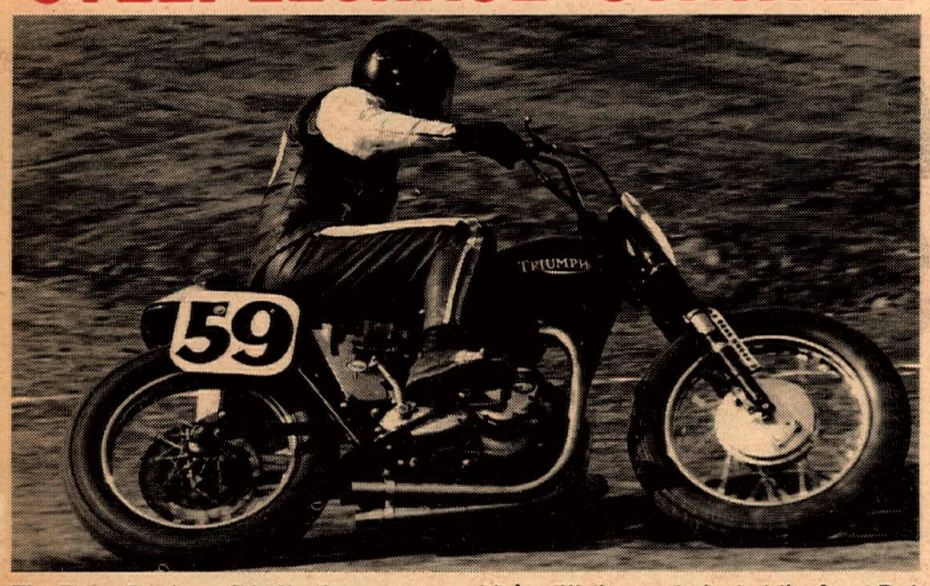
ASCOT PARK '68 STEEPLECHASE STARTER



The Flying Dutchman Skip Van Leeuwen, proved he's still the man to beat at the Ascot Park twist and turn TT course. Triumph-mounted, he won the Main Event, took his heat race to boot.

Photos by Dennis Greene

Living up to expectations, new AMA novice Keith Mashburn (101r) and the new Yamaha 250 single flew to fastest heat race win and victory in the 8-lap green-plate final.

One hundred and sixty riders, sunny skies, a fast track and a good crowd – the formula for all successful racing. That was Ascot's TT opener last Sunday afternoon and the start of the dirt track action in Dist. 37.

New Referee Chub Kellam ran off a rapid fire program that paid the riders just under $2500.00 for a three hour effort.

Bob Bailey started the ball rolling in the Expert class that boasted 50 entries. Bailey came back with a bang from last year's shoulder injury layoff by taking fast heat race time honors over Skip Van Leeuwen, Dusty Coppage and Bill Manley.

It was Bailey first to the checker again to grab off the Trophy Dash win over Manley, Van Leeuwen and Mert Lawwill.

The string ended for Bailey at that point as he came up with oiling system troubles while running fourth in the feature event. Bob just limped across the line, in last, as the checkered flag fell on the dozen fastest Experts. Not one first year Expert made the Main Event.

The big final was a two-rider show all the way with Mert Lawwill and his Dud Perkins H-D Sportster leading Skip Van Leeuwen the first four laps. Skip then took the lead but could not break away from the Frisco Flash and the two crossed the finish line far ahead of the rest of the field.

Dusty Coppage was a distant third with Manley having his best afternoon at Ascot in fourth. Cal Rayborn also enjoyed his best TT effort and finished in fifth.

Three big surprises along the way during the afternoon. The biggest was Eddie Mulder falling off in his heat race and not making the transfer. This is only the second time that Mulder has ever lost his wheels at Ascot.

Then Dick Hammer and Dave Palmer, both National TT champs, found the going rough and neither transferred from the Semi-Main, though Hammer missed out by just a whisker and looked both smooth and shaped in his first return to the dirt since being injured at the '67 Oklahoma City National.

The Amateurs put on a crowd-pleaser with Alex Chinowski moving over from the half-mile ranks to win his first TT event. He was pressed hard early by Barreling Bill Jamison, who led for two laps, and later by Ron Pierce. Jamison had engine troubles which slowed him rather drastically on lap 7, and Pierce blew his chance when he fell off trying to take the lead late in the ten-lap final. Jamison still wound up second.

Three riders led the hard-fought 10-lap Amateur Main, but at the checker Alex Chinowski (Triumph) came out on top.

Chinowski, Jamison, Jim Peterson and Danny Carlton were the four heat race winners (Jamison's time was the quickest aboard Jim Odom's last year's rig), but only Chinowski could keep the effort going for the entire afternoon.

The Novice class again produced what appears to be many future top riders. Most outstanding was scrambler Keith Mashburn who wheeled the new Yamaha 250cc single to the fastest heat race win and then a runaway ride in the final.

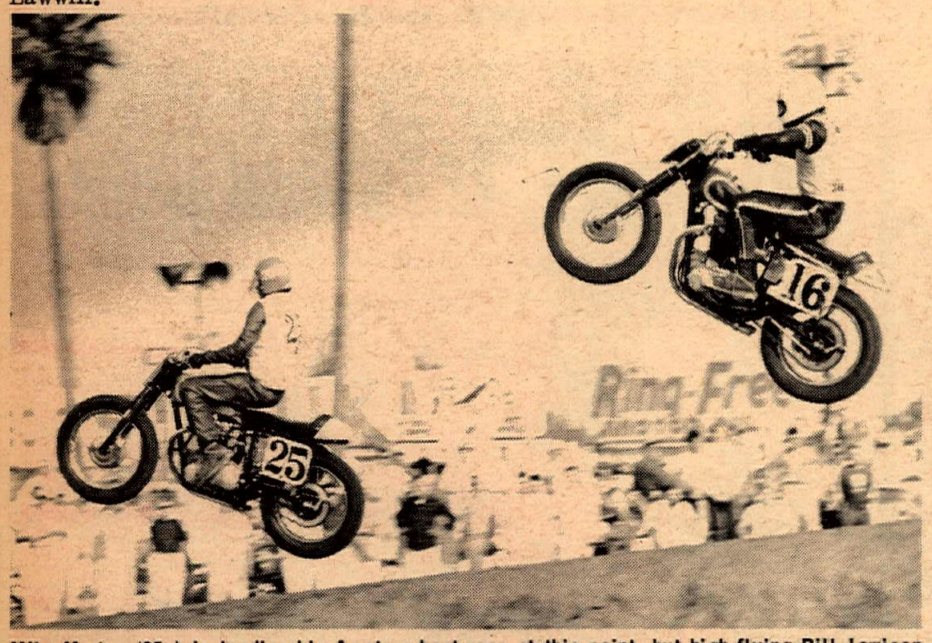
Also winning 250 heat races were Don Castro, Dave Stroman, Dave Aldana and Don Dudek. Castro fell off early in the final and Aldana had troubles finding the track early in the race. Dudek fell off while running in third late in the race.

It was the first TT win ever at Ascot for the Yamaha brand and Mashburn was already near the track record mark in the heat race.

An exciting sidehack exhibition race again added spice to the intermission actitivities, with two Harley-Davidson rigs, piloted by the teams of Dave Roesch/Rulon Gulbranson and Ed Wade/Doug Bingham, keeping the crowd on their toes. After much passing and re-passing the orange-leathered team of Roesch and Gulbranson beat out the sparkling purple-clad duo of Wade and Bingham.

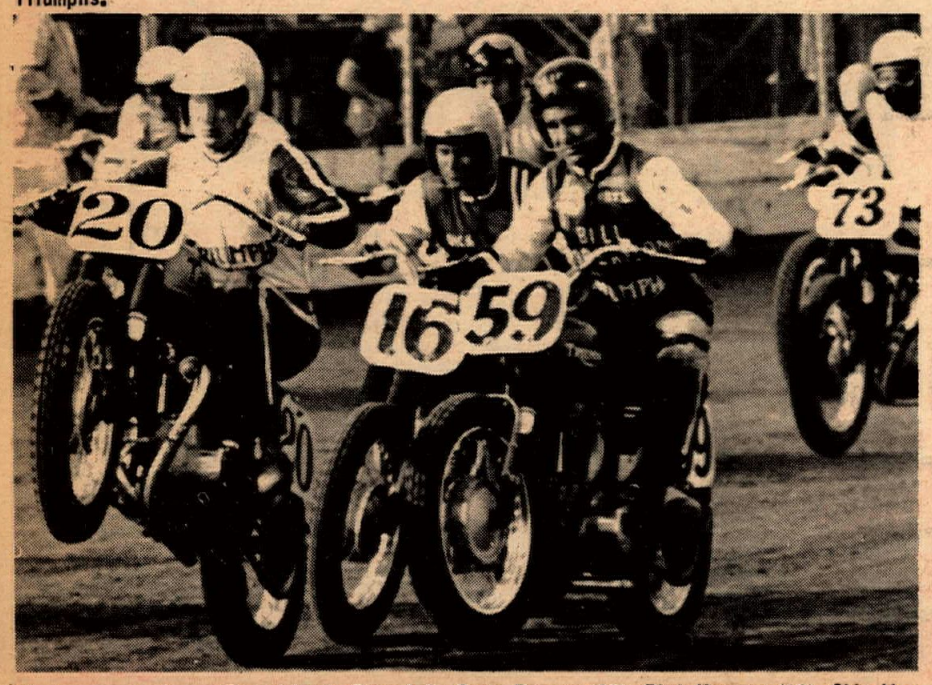
T.T. time in March finds the novice riders going on Saturday afternoon, March 2nd and the amateurs and experts moving in on March 3rd for the annual 100 lapper that hosts the 33 fastest riders for 100 times around. The fastest novice riders from Saturday will also move over to Sunday for a special lightweight main event.

(Results on page 16)

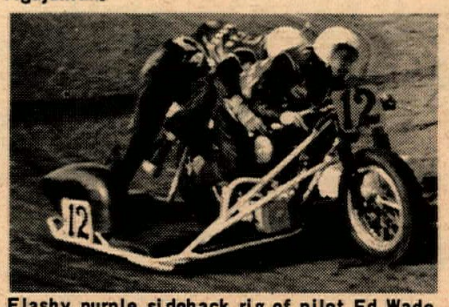


Mike Morton (25x) is leading his Amateur heat race at this point, but high-flying Bill Jamison (16y) closed in, passed him and won the fastest yellow plate heat of the day. Both were aboard Triumphs.

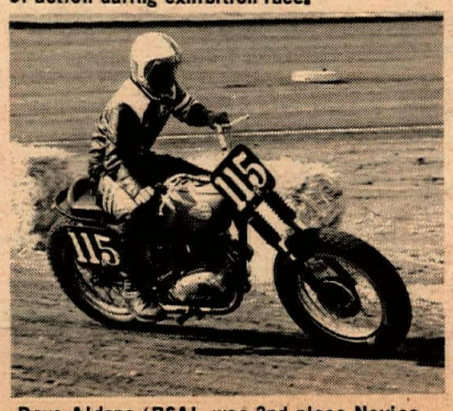
Expert Trophy Dash winner Bob Bailey (33), sporting his new non-hippie hairdo, receives congratulations for a job well done from Trophy Girl Jaye Sweazey and Promoter J.C. Agajanian.



Close company in an Expert heat. From left, Gene Romero (20), Dick Hammer (16), Skip Van Leeuwen (59) and Larry Heinselman (73x).



Flashy purple sidehack rig of pilot Ed Wade and passenger Doug Bingham provided plenty of action during exhibition race.



Dave Aldana (BSAL was 2nd place Novice.

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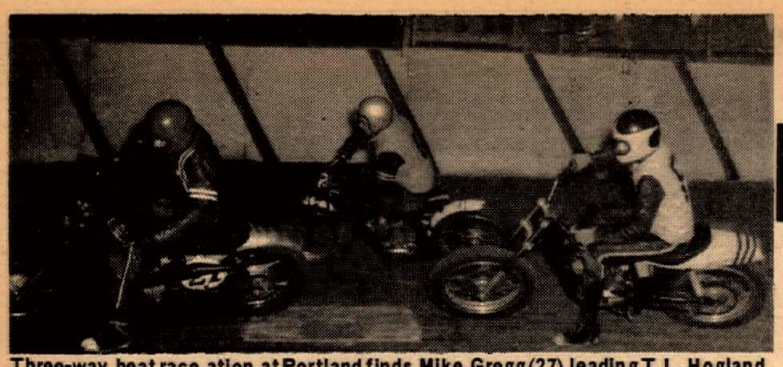

Three-way heat race ation at Portland finds Mike Gregg (27) leading T.L. Hogland and D. Jordan.

Tight cornering as Chuck Hodson (inside) powers out of the turn past Mike Gregg, T.L. Hoglan and J. Gordon.

By J.K. Lacey

Racing Wheels Photos

Long, tall Larry Parker established himself as the man to beat as his determination and fast riding carried him to a clean sweep of the indoor races Jan. 26 in Portland, Oregon. Dropping the track record almost one full second, Larry scored wins in the trophy dash (has yet to lose one this season), heat races, semis, and finals. This was Parker's first major win this year and he did it twice in one night, winning the scratch Main Event and backing it up with the handicap Main. We'll no doubt see this boy in the number one spot again.

Action on the track was fast and furious with spills aplenty. R. Carroll unloaded during the scratch Main, missing his chance at the win after showing in the earlier events he had more than an outside chance of besting Parker.

Larry Parker, on the inside, gets his Montesa under Mike Gregg en route to Portland indoor Main Event win.

T.L. Hoglan, really putting the steam on in the handicap final, crashed, and there went his hopes. D. Donaca had tire problems all night and never did get going really well, while the previous two weeks' winner, Chuck Hodson, failed to make the scratch Main and only managed a fourth in the handicap.

A practice session held on Tuesday night helped many of the riders sort out their gearing and familiarize themselves with the track. A point of fact is that no less than five riders broke and lowered the track record during time trials. And I'd bet one Mike Welton will attest to the advantage of the practice.

Intermission brought some youngsters on bicycles out for a wheelie contest and I must say one fellow there, around age 10, could ride his rear wheel as long as room would allow. Quite a feat, considering one must balance AND pedal.

(Results on page 16)

ELSINORE

NIGHT SCRAMBLES

By Don Wallen

"Mud Scrambles"

Of course it wasn't intended, but the third Elsinore Mud-scrambles was really something else, on Saturday, Jan. 27. A very limited number of die-hard riders, wives and friends stayed for one of the most fun and exciting get-togethers ever held. Problems, like not being able to read numbers on plates, and riders who could not see, didn't stop anything. The rain didn't start until the races did and conversely it didn't stop until the Sweepstakes. A riders' meeting was held to decide whether to race or not, and entry fees were offered to be returned should anyone decide to load up.

Photos by Manuel A. Burton

250 Expert Mudslingers

This was really a riot watching these guys try to develop a style for the mud. Some, like F. Spaulding who has come back to Elsinore after a long time away, developed a "stick your neck out" style, so the mud slings somewhere else, turn left, lean right. Still many of the riders had visibility problems. Bell Star helmet notwithstanding, Eric Olesen rode well as usual, as did D. Brooks on a sweet-sounding Suzuki, J. West who has not been riding his Harley Sportster, is letting it rest to ride a good running Bultaco. Anyway, it didn't take Spaulding long to get back in the groove as he went on to win this class with D. Brooks getting a second and J. West catching third.

Big turnouts in all divisions continue to show up at the weekly Elsinore Saturday night events, including the eager-looking lineup above, and the smiling faces at left.

All is not smiles, however. Witness the predicament of this entangled rider who seems to be deciding which bike is his after a tumble put him out of the running.

100 Novice

The 100's seemed to be able to ignore the mud and just flat fly as we witnessed in K. Tennis' win in the Sweeps. Between Hopkins, the eventual winner, K. Tennis, Holbrook and H. Egge, it took no time at all to make a race out of it. D. Hopkins and his Dad bring Holbrook to the track every week. This makes the second week that Hopkins has won and I must say these young fellows are getting experience that should serve them well.

Sweepstakes

This event was open to anyone and everyone as the rain slowed down slightly. Three 100's were given the advantage start; Tennis, Holbrook and Hopkins took off like the perverbial hares, as the rest of the field stormed after them, but only one of the hounds got up to get third. That was M. Morgan on a Honda. This was a very good ride indeed, as was that turned in by Keith Tennis who won this one just in front of D. Hopkins. Back to ride Elsinore again on this night was L. Davis who rode very well as usual, and has just turned 12 years old. Well, lets hope for fair weather next Saturday night at Elsinore and we'll see you all there!

(Results on page 16)

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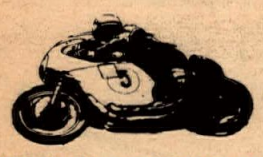

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RESULTS

LIONS DRAG RESULTS
Sat. & Sun., Feb. 3, 4, 1968

SATURDAY RESULTS
TOP BIKE: Rick Gordon — H-D 10.71–133.00
RUNNER UP: Bob Braverman — Yam 11.09–128.31

SUNDAY RESULTS
TOP STOCK: Sherwin — H-D 12.85–103.80
TOP MODIFIED: J. Murphy — Suz 12.53–105.75
RUNNER UP: Tony Nicosia — Suz 12.97–108.04

STOCK:
AA – George Markwick — Ari 15.23– 82.72
A – Sherwin — H-D 12.85–103.80
C – G. Dunn — Suz 14.10– 94.81
D – Allee — Hon 13.21– 99.77
E – J. Lynn — Suz 17.68– 71.25
F – G. Phelfes — Yam 22.87– 59.94

MOD:
A – Al Sherwin — H-D 17.30–109.75
B – D. Strickland — BSA – –
D – Jack Murphy — Suz 12.53–105.75
E – Tony Nicosia — Suz 12.97–108.04
F – M. Velasio — Bri 15.14– 85.95

GAS:
A – Chambers — H-D 12.16–113.78
C – Bob Braverman — Yam 10.70–124.00
D – Ron Knapp — Yam 12.15–109.48
E – Spivack — Suz 13.80– 97.40

SEATTLE SCRAMBLES
Seattle, Wash., Sun., Jan. 28, 1968

By Vic Ebbutt

100cc MAIN
1. Bill Langley — Hod
2. Mark Nimick — Kaw
3. Paul West — M-B

200cc MAIN
1. Dan Kirk — Bri
2. Jerry Grappe — Bul
3. Bill Tibbets — Bul

250cc MAIN
1. Jim Einarsson — Kaw
2. Hal Welsh — Bul
3. Dave Clift — Kaw

500cc MAIN
1. Larry Linde — Tri
2. John Sweatt — Gre
3. Dave Yost — Hon

650cc MAIN
1. Terry Maupin — H-D
2. Buz Gellenbeck — BSA
3. Dale Silvey — Tri

ASCOT PARK T.T.
Gardena, Cal. Sun., Feb. 5, 1968

15-LAP EXPERT FINAL
1. Skip Van Leeuwen — Tri
2. Mert Lawwill — H-D
3. Dusty Coppage — Tri
4. Bill Manley — Tri
5. Cal Rayborn — H-D
6. Dallas Baker — BSA
7. Sonny Nutter — Tri
8. Gene Romero — Tri
9. Jim Berry — Tri
10. Sonny Burres — Tri
11. Ron Kruseman — Tri
12. Bob Bailey — Tri

Time: 12:23.20

8-LAP NOVICE FINAL
1. Keith Mashburn — Yam
2. Dave Aldana — BSA
3. Steve Bast — Bul
4. Jim Thomas — Bul
5. Jeff Runyan — Bul
6. Dave Stroman — Mon
7. Tod Sloan — Kaw
8. Don Dudek — Bul
9. Don Castro — Mon
10. Ron Moore — Bul
11. Ron Taylor — Bul
12. Harry Dring — Kaw

Time: 5:10.90

10-LAP AMATEUR FINAL
1. Alex Chinowski — Tri
2. Bill Jamison — Tri
3. Bill Cody — Tri
4. Ben Fakkeldy — Tri
5. Mike Morton — Tri
6. Bruce Anderson — Tri
7. Bob Hynes — Tri
8. Reg Chosney — Tri
9. Butch Turner — Tri
10. Jim Peterson — BSA
11. Danny Carlton — Tri
12. Ron Pierce — Tri

Time: 8:25.38

ACA MOTO-CROSS
Castaic, Cal. Sun., Feb. 4, 1968

100cc CLASS
1. Russ Robinson — Suz
2. Jeff Creager — Hon
3. Dan Etheridge — Hon
4. Tim Morrison — Hon
5. Gary Bailey — Hod
6. E.C. Birt — Hon
7. Mike Runyard — M-B
8. Larry Nolen — Hon
9. Marshall — Bul
10. Dick Wright — M-B
10. Alan Wrtzel — Kaw

250cc JR.
1. George Etheridge — Hus
2. Don Shore — Gre
3. Jim Wilson — Gre
4. Stan Rogers — Bul
5. Bob Kulek — Bul
6. James Bentley — Hus
7. Robert Allen — Kaw
8. Ralph Wilkinson — CZ
9. M.W. Freeny — Gre
10. Kurt Lohmeyer — Bul
11. Ron Jones — Gre

250cc SR.
1. Russ Darnell — Gre
2. Gary Bailey — Gre
3. Ray McCarty — Hus
4. George Walker — Bul
5. Tom Senner — Als
6. Jimmy Stein — Hus
7. Chuck Minert — Gre

350cc
1. John Maynard — Bul

500cc
1. Steve Hurd — Mat
2. Steve Holladay — BSA
3. James Martino — BSA
4. Bob Campbell — Tri
5. Gary Bailey — Gre

OPEN CLASS
1. Dennis Stinson — Tri
2. Jay Robb — Ric
3. Al Holley — Tri
4. Scott Lapraik — Tri
5. Robert Troiano — Tri

TROJAN SHORT TRACK
So. Gate, Calif. Fri., Feb. 2, 1968

By Mike Capalite

100cc JUNIOR CLASS
1. Gary Scott — Hon
2. Ray Schultz — Hon
3. Richard Ray — Hod
4. Mike Willowghby — M-B

100cc SENIOR CLASS
1. Mike Lane — Hod
2. Gary Bailey — Hod
3. Jimmy Raymond — Hon
4. Dale Hopkins — Hod

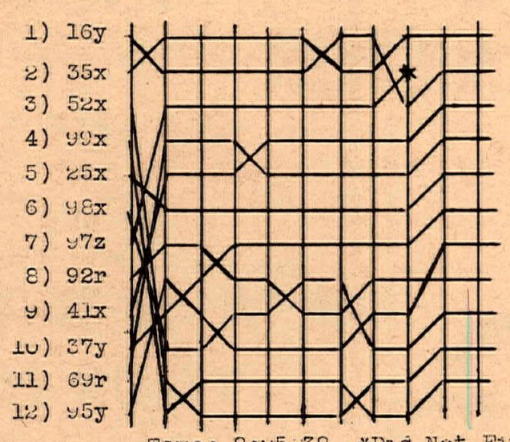
250cc JUNIOR CLASS
1. Larry Verdoorn — Bul
2. Larry Taylor — Bul
3. Paul Coberly — Bul

250cc SENIOR CLASS
1. Gary Bailey — Gre
2. Danny Jones — Bul
3. Mike Boal — Bul

100cc TROPHY DASH
1. Mike Lane — Hod

250cc TROPHY DASH
1. Gary Bailey — Gre

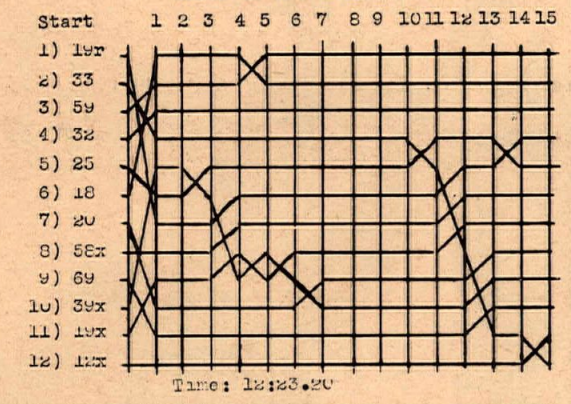
10-LAP AMATEUR ASCOT TT MAIN



1) 35x Alex Chinowski (Tri)
2) 16y Bill Jamison (Tri)
3) 41x Bill Cody (Tri)
4) 69r Ben Fakkeldy (Tri)
5) 25x Mike Morton (Tri)
6) 37y Bruce Anderson (Tri)
7) 95y Bob Hynes (Tri)
8) 92r Reg Chosney (Tri)
9) 98y Butch Turner (Tri)
10) 52x Jim Peterson (BSA)
11) 99x Dan Carlton (Tri)
12) 97z Ron Pierce (Tri) *

Time: 8:25.38 *Did Not Finish

ASCOT 15-LAP EXPERT TT MAIN EVENT — LAP CHARTS by Carol Sims



1) 59 Skip Van Leeuwen (Tri)
2) 18 Mert Lawwill (H-D)
3) 32 Dusty Coppage (Tri)
4) 19r Bill Manley (Tri)
5) 25 Cal Rayborn (H-D)
6) 58x Dallas Baker (BSA)
7) 19x Sonny Nutter (Tri)
8) 20 Gene Romero (Tri)
9) 39x Jim Berry (Tri)
10) 69 Sonny Burres (Tri)
11) 12x Ron Kruseman (Tri)
12) 33 Bob Bailey (Tri)

Time: 12:23.20

CALIF. MOTO CROSS CLUB
Carlsbad, Calif. Sun., Feb. 4, 1968

500cc EXPERT
1. Walt Axthelm — CZ
2. Stu Peters (tie) — Mai
2. Lon Peterson (tie) — Mai
3. Ray Sledge — CZ
4. Preston Petty — Mac

250cc EXPERT
1. Preston Petty — Suz
2. Bill Silverthorn — Hus
3. Lon Peterson — CZ
4. Walt Axthelm — CZ
5. Gary Conrad — Suz
6. Al Baker — Hus

500cc JUNIOR
1. Lynn Fortner — Hus
2. Bud Hedrick — Hus
3. Don Glascow — Mai

250cc JUNIOR
1. Tim Hart — CZ
2. Jim Ashworth — CZ
3. Carl Iverson — Hus
4. Bruce Haserot — CZ
5. Dennis Dunn — Kaw
6. Arthur Wittig — Kaw

KELLAM APPOINTED DIST.37 AMA REFEREE

R.V. "Chub" Kellam, who for the past ten years has been Chief Steward and Asst. Referee for the professional races in So. Calif., was last week appointed by Wm. T. Berry as the new District 37 Referee.

Kellam joined the AMA ranks as Chief Steward at the start of the '58 season and was then moved up to the position of Asst. Referee at the start of the '67 race year.

He started riding cycles in 1945 and has been connected with the sport since that time as a rider and later as an official.

AMA Dist. 37 Referee R.V. "Chub" Kellam.

Much of his time in recent seasons has been spent behind-the-scenes at the pit gate and in the officials' booth where he also assumed the duties of Chief Scorer.

Kellam is recognized within the scope of officials as one of the finest scorers in the business and has built much respect and admiration from the hundreds of riders that he has dealt with over the years.

Chub is a native of Minnesota, moving to Calif. in 1949. His full-time occupation is that of Senior Building Inspector with the City of Los Angeles, assigned to the West Los Angeles office. At the present time he is the lead instructor for all new inspectors, not only for the Building Dept. but for plumbing and electrical, as well.

The new Referee of the largest and most active District in America is 41 years old, married, and has two sons. The Kellam family lives in Lawndale.

No drastic changes are planned nor are any wide changes in the present policy anticipated in the near future. A fast and safe show is till the byword at Ascot and any other tracks that may host AMA professional racing in the area for the coming season.

Kellam refereed his first race last Sunday afternoon at Ascot. The biggest question now is, "Who will replace Kellam as the Chief Steward?" A king-sized pair of shoes awaits some promising future official. The job is one of the most difficult and demanding of them all.

SOUTH GATE TT FEB.2, 1968

By Mike Capalite

After a week's delay brought on by a lack of co-operation by the weather man, the 1968 TT season got underway at the Trojan Speedway in South Gate last Friday, Feb. 2. It started right off with an upset in the 100cc class when last year's 199cc class champion Gary Bailey was beaten in the Trophy Dash by a lad down from Bakersfield. Young Mike Lane, riding a Hodaka for the first time on the Trojan TT course, shot off the line for the lead in the Dash and was never headed for the full three laps. Bailey, had to be content to settle for second, but made up for it by coming right back out and winning the 250cc Trophy Dash hands down on his Nick Nicholson sponsored Greeves.

The 100cc Main Event proved to be a repeat of the Trophy Dash with Mike Lane doing a beautiful job of riding for the full ten laps and looking real smooth on the corners. Second place again went to Bailey with Jimmy Raymond coming in for a strong third.

As if to make up for his loss in the 100cc class, Bailey again proved himself the man to beat in the 250cc class by taking home a win in the Main Event, but not without some trouble as he was fourth man out of the first corner and had to work his way up through the pack to take the lead. Larry Verdoorn on a Bultaco finished second and Danny Jones, also on a Bultaco, wound up third.

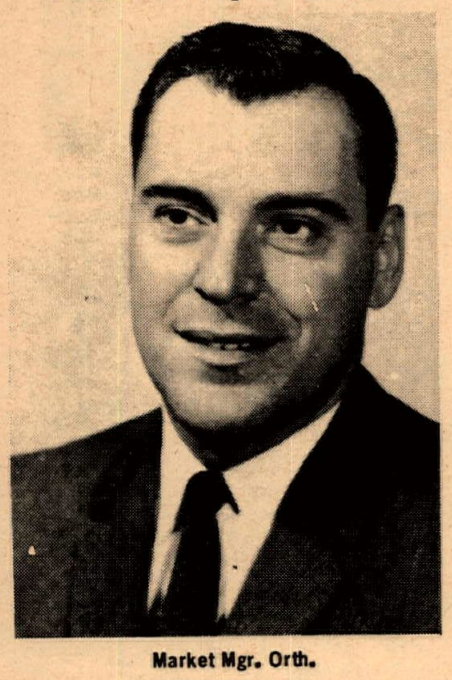
Although they ran together, the riders were separated into Junior and Senior divisions for the trophy presentations with Gary Scott on a Honda being the first Junior rider finishing in the 100cc class while Larry Verdoorn was the first Junior in the 250cc Class.

The TT will run again tonight (Feb. 9) with the classes being divided into Junior and Senior to give the new rider a chance to win some brass. They will also run a program of short track on the same program if the entries warrant it. The gate opens at 6:00 p.m. for practice, so get there early and get in some practice. All that is needed to ride is a membership in an accredited motorcycle organization such as ACA, AMA, AFM, etc. As the event is ACA sanctioned, any rider holding an ACA Senior Competition Card will have any points that he may get credited toward the ACA TT or Short Track Championship for the year.

(Results on page 16)

U.S. SUZUKI DECLARES "SALES WAR"

Picks New Top Market Man



Market Mgr. Orth.

Richard R. Orth has been named to the newly created post of marketing division manager at U.S. Suzuki Motor Corporation. Orth vacates the Western Sales Manager of BMW products. He will assume his new duties with U.S. Suzuki Motor Corporation at their corporate headquarters in Santa Fe Springs, Calif. As manager of the marketing division, Orth will direct responsibility for sales, advertising and service.

President Osami Suzuki stated when making the announcement that, "with the company's revolutionary 500/Five sportcycle – the world's first production 500cc dual-stroke – and the new Suzuki TM-250 Moto-Cross serving as leaders, Suzuki plans an all out expansion in her dealer network and a vigorous assault in the sales wars!"

5 New Ones Coming

According to Suzuki, "in addition to the 500/Five and TM 250 Moto-Cross, 1968 will see the introduction of five new Suzuki models" and backing Suzuki's aggressive posture, "increased advertising in both broadcast and enthusiast print media."

Orth, family man and father of two, has been a longtime California resident and presently makes his home in Orange, a short distance from Suzuki's distinctive Santa Fe Springs offices alongside the well known Santa Ana Freeway.

WEATHER COLD, RIDERS HOT IN WASHINGTON

By Joe Maw

The Washington 99er's Motorcycle blub of Seattle, Washington put on the first 1968 road event for the Northwest Morotcycle Association on Jan. 28. This Association includes Northern Oregon, the state of Washington, and the Greater Vancouver, British Columbia area.

In bitter cold, with the termperature ranging from 18 to 42 degrees depending on the particular section of the run, thirty-eight people rode against the elements as well as the clock on a Road Enduro. The run was well marked over hard surface roads and was long enough even though it was a mere seventy-eight miles. Most riders said it seemed like a couple of hundred.

Three women rode solo and there were nine women passengers in the event. In the solo class Mary Ann Shumaker, Bellevue, Wn. a member of the Motor Maids of Washington, came in well in first place with an accumulated loss of only 25 points. Lori Cooper, Hoquiam, Wash., Hoquiam Ramblers was second with a loss of 45 points and Corinne Christenson, MM of Wash., a very close third with a loss of 46 points.

In the couples' class Mr. and Mrs. Bill McDonell of Seattle came in with the best time of the day and lost only 9 points.

First place male rider went to Art Clark, Seattle, Redmond Pioneers, 23 points, closely followed by Robert Hallgren, Tacoma, Tacoma Yellow Jackets, 24 points, and Jim Macy, Tacoma, Tacoma Yellow Jackets with a loss of 26 points, third.

A perfect day was enjoyed by all with the best news that not one accident took place and only one breakdown. This was an electrical shortage on the machine of Edward Warde of Bellevue which meant that he had a warm trip home with the pickup riders in the drag truck.

Clubs represented included the Tacoma Yellow Jackets, Tacoma; Redmond Pioneers, Redmond; Hoquiam Ramblers, Hoquiam; Motor Maids of Washington, Seattle, and Thunderbirds of Everett, all clubs being in the state of Washington. Tacoma Yellow Jackets was presented with the Largest Club Trophy and Gordy Acker of the Hoquiam Ramblers went home with the Long Distance Rider Trophy.

For any information concerning the activities of any clubs in the Northwest Motorcycle Association write either of the following:

Joe Maw, Road Riders Division Chairman, NMA, Route 3, Box 459, Snohomish, Washington, 98290 or Ilaine Dietz, Road Riders Division Secretary, NMA, 11458-70th Place South, Seattle, Wash. and you can expect a reply with the needed information sent to you in very short order.

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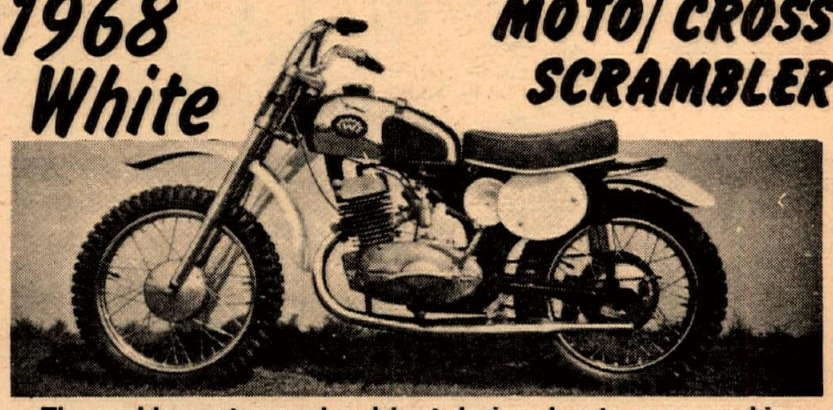

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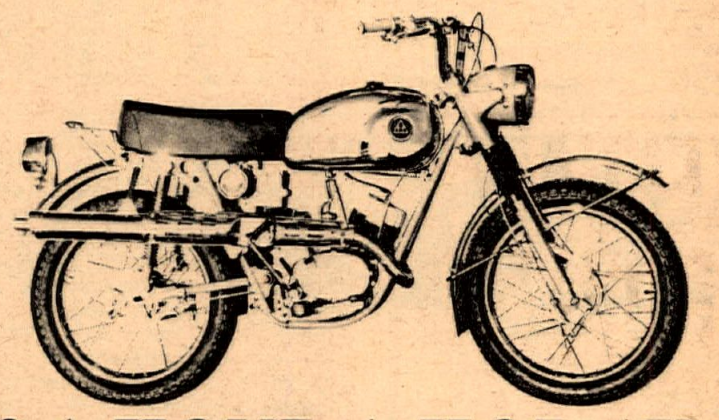

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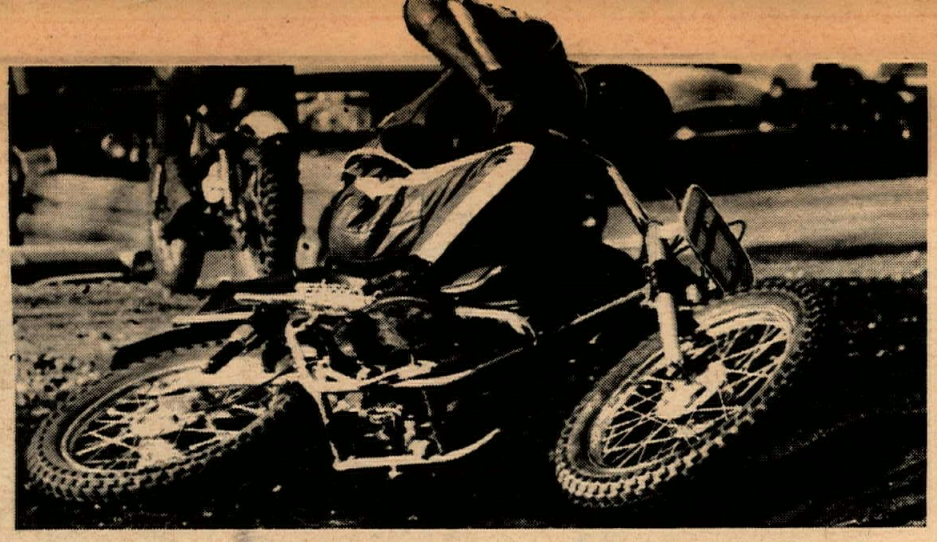
SEATTLE'S SCRAMBLES OPENER FOR 1968

Young Jim Einarsson of Shelton, Wash. on his way to victory in the 250cc "A" Main Event of the Jolly Rogers scrambles.



Above: It appears that Gary Anderson wants us to check his undercarriage. Below: Dan Kirk singing as he goes by, "You take the low road and I'll take the high road."

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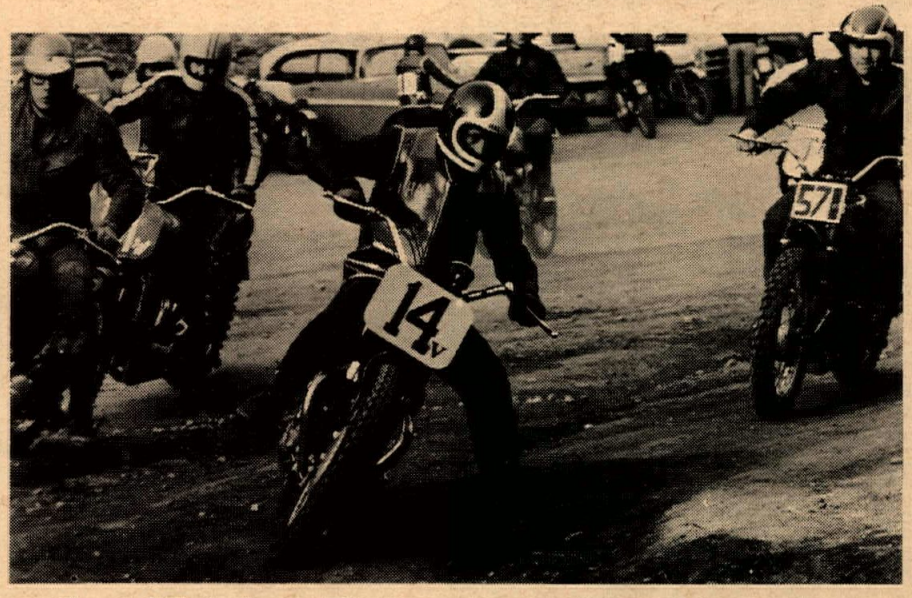


Hal Welsh (14v) leads the pack into the first turn on his new Triumph.

Dale Silvey, Washington's No. One Novice for 1967, takes the jump in fine style.

Story and Photos by Vic Ebbutt

The 1968 scrambles opener in the Seattle, Washington area could be considered as a good omen if motorcycle riders were a superstitious lot. The weather was sunny and clear; the track was newly renovated and fast and the spectators were enthusiastic. One hundred and forty-two riders entered the five classes from 100cc to 650cc and it was obvious that these men had stored up mucho energy during the winter months because competition was fierce.

Sponsored by the Jolly Rogers Motorcycle Club of Seattle, the affair on January 28 was much better organized and more efficiently run than previous efforts by this organization.

Young Bill Langley of Seattle on a new Hodaka literally ate up his opposition in the 100cc Main and came in ahead of Mark Nimick, who was on a Kawasaki, by over 200 yards. In third place, right on Nimick's rear wheel was Paul West of Seattle who, this year, is riding a Moto Beta.

The 200cc class was the smallest contingent, eight riders, and Dan Kirk of Shelton was complete master on his Bridgestone 175. Jerry Grappe on a Bultaco took second and Bill Tibbetts, also on a Bultaco, was third.

The 250cc class was by far the largest with a wide assortment of motorcycles and nearly as large an assortment of riding styles. The winner, Jim Einarsson of Shleton, on his Kawasaki, had a style and grace that was beautiful to behold as he held off challengers, Hal Welsh, on his brand new Bultaco 250cc, and Dave Clift, aboard a Kawasaki, by mere inches. A special word is due Hal Welsh, who is one of the finest scrambles riders in the Northwest and one of the most popular. Always willing to lend a helping hand to beginners, always cheerful, he is a credit to the sport.

Kawasaki mounted, Mark Nimick sails along in first place during the 200cc "A" Main.

The 500cc Main was won by steady-riding Larry Linde of Tacoma on a Triumph Tiger. Larry cannot be considered a spectacular rider but is always a top finisher. In second place was John Sweatt on a new 360 Greeves Challenger and third was won by Dave Yost on his Honda.

Terry Maupin of Hoquiam was first in the 650cc Main on a Harley-Davidson. Veteran 'Buz' Gellenbeck of Tacoma, riding his BSA Spitfire captured second place narrowly nosing out Triumph mounted Dale Silvey of Auburn who was #1 Novice of Washington in 1967 and who promises to be a tiger in the Amateur ranks in 1968.

The first scrambles of the year was an unqualified success and though I repeat myself, if motorcycle riders were a superstitious group, the omen was good for the 1968 season.

(Results on page 16)

INDOOR RACING AT WOOD-INVILLE

Story and Photos by Vic Ebbutt

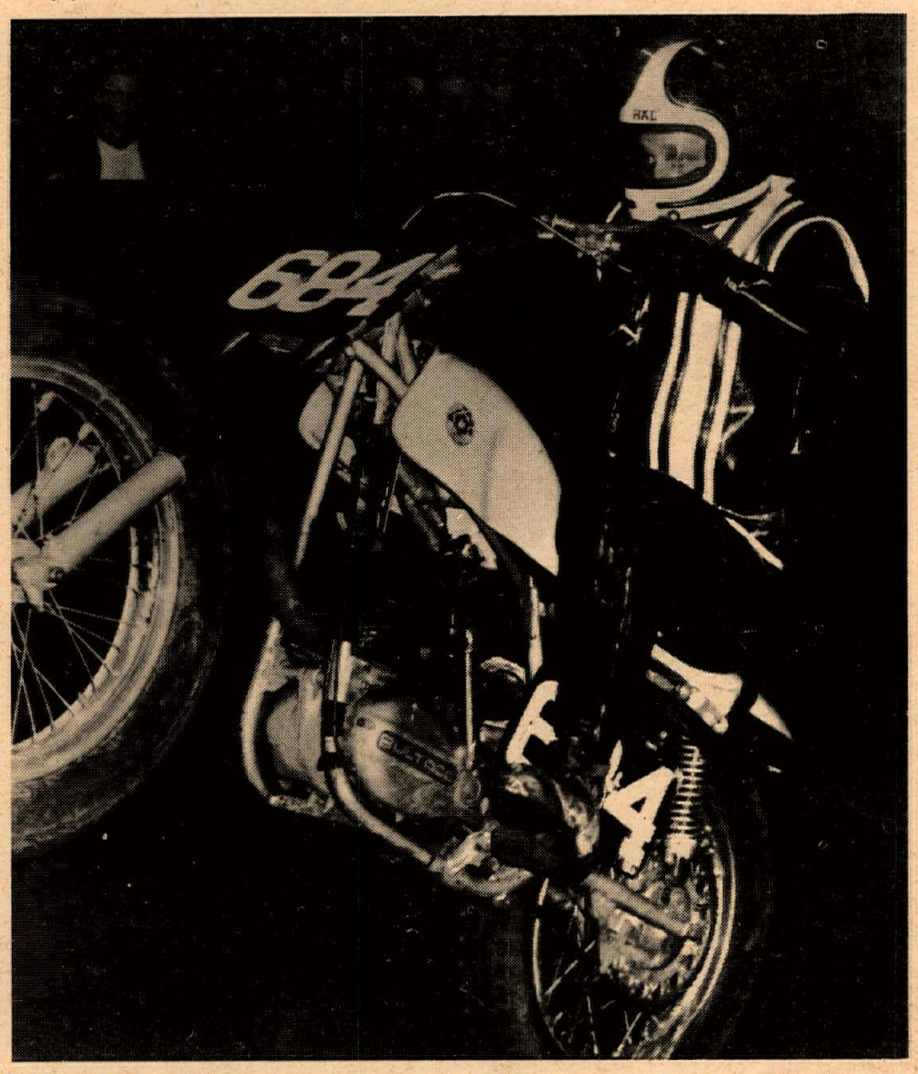
With eight more events left in the 1968 season, indoor motorcycle racing at Woodinville, Washington, continues to pack in crowds of 800 to 1000 spectators and 85 to 100 entries each Saturday night.

The winning team of rider Mike Steering and sponsor-mechanic Bill Lowe continue to be the one to beat with their sweet running Yamaha 100. Seven firsts and one second in the Expert class out of eight starts is a record to shoot at and in each night's racing, any shots are taken, but thus far, no one has found the range.

If Oscars were given for best continuing series in motorcycle racing, this series of races would certainly rate that award. Precision is the keynote with classes and heats being run with clock-like regularity.

Mike Steering and his father Cliff, one of the top riders in the Northwest during the early 50's, provide backward riding half-time entertainment.

New record holder of races won (seven out of eight starts), Mike Steering (59w) and the sponsor of his potent Yamaha, Bill Lowe.



Doing a wheelie off the line at start of one of the indoor short track events is Bultaco-mounted Hal Welsh of Seattle, Washington.

Close cornering (and close photographing too) as the Suzukis of Leroy Hubbard (32w) and Hugh Fleming (99w) have it out in the first turn.

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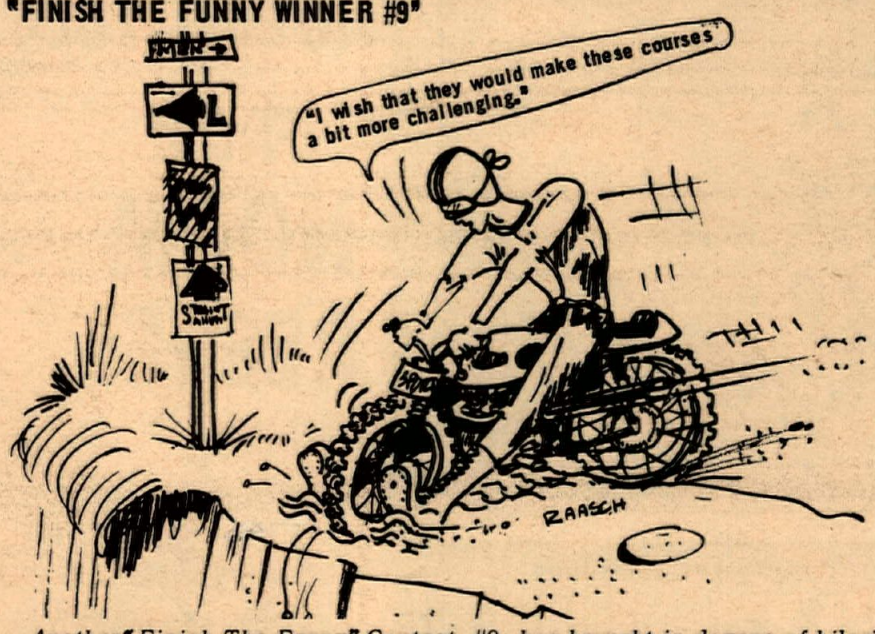

Another "Finish The Funny" Contest, #9, has brought in dozens of hilarious responses, with cockles and snorts echoing through the offices as the gags were passed from hand to hand. And again it became a difficult task to choose the winner from a bunch of jokesters who could be writing for the Joey Bishop show. Finally we declared Tim Ryan of Arcadia, Calif. the recipient of a crisp $5.00 bill, plus the original drawing by Ron Raasch with joke-line imprinted, and one of our very special Hogan-designed Cycle News "winner" T-shirts. But we couldn't resist giving at least Honorable Mention to Stan Donnett of Weed, Calif., whose line read: "Shucks, out of gas."

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THE FINISH LINE

By Roxy Rockwood

Perfect conditions prevailed for the opening TT race last Sunday and let's hope it is an inkling of things to come instead of like it was in '67 when rain took away more races in one month than it had in seven years.

It's a great field of TT riders on tap this year but Skip Van Leeuwen is still the rider to beat. Mert Lawwill and Bob Bailey pulled off surprises but both have been known in the past to run hot and cold.

Jimmy Odom again failed to show up for the race which leaves the first year Expert, if he ever gets around to it, again racing under a big handicap.

The TT's are becoming as rough on first year Experts as the half-mile, as no first time wearer of the white plates made the Main Event, or even came close.

However, the Amateur class this year appears to have five or six riders that after a full season of TT racing could become Experts in a hurry.

The 100-lapper next month will give quite a few of the new Experts and Amateurs a chance to grind around with the veterans and pick up more experience in one afternoon than most do in an entire season.

Keith Mashburn backed up our prediction that the new Yamaha 250 single was going to be a winner. He made it look awfully easy but it does look like the new BSA single and Dave Aldana will be giving him a run for the money before the season is too far along.

Former top TT rider Mel Grisel came out of a ten-year retirement and tried the comeback, not in Expert class, but in the Amateur division. He found out in a hurry that things ain't what they used to be.

Veteran lightweight scrambler and TT rider Byron Boaz from Phoenix obtained a license in the Novice class and after ten years of riding and winning found the going rougher as he fell off the hard way in the heat race.

Jody Nicholas was in the pits watching his first Ascot TT and said he is going to park his Navy Jet fighter plane and give it a try in April.

He will be back at Carlsbad next weekend on the 18th to try and win his second straight road race. This will be the final warmup for the dozens of Calif. riders that are heading for Daytona and the speed week in March.

The Carlsbad event is again a sportsman show and open to all riders, pro and non-pro.

The Daytona entry blanks are now available and the entry deadline is Feb. 25th. A full load of racing is again in store down there, including two nights of short track racing and a full day of Sportsman lightweight road racing.

The final entry list for the Houston Astrodome National Indoor races is in and there are 90 Experts and 70 Amateurs heading down there this weekend.

The race will be held this Saturday night and Cycle News will have the full report and pictures next week. Over 30,000 fans will watch this one.

Fourteen National Champions and 35 riders who pack National Numbers are entered for the Texas event. The entry list includes every one of the twelve riders that rode in the National Short Track final last year in Chicago.

Neil Keen enters the new Yamaha 250 single, Al Gunter introduces the new Kawasaki 238 single, Gary Nixon and Jimmy Odom will ride the new Triumph 250 single, just a few of the "firsts" for the "Dome" this weekend.

New referee Chub Kellam advises that if you are riding the Ascot 100-lapper or getting ready to ride the half-mile season and have some doubts then call him in Lawndale at OS 6-8124. After 5:00 p.m. during the week.

HOPE SPEAKS AT SAFETY FORUM

One of the prime movers in the new responsibility image which motorcycle distributors in the west are adopting, is Joe Hope, sales chief of BSA-Western and president of the California Motorcycle Safety Council. A staunch campaigner for effective safety programs, Hope will address the Greater Los Angeles Chapter of the National Safety Council on "Putting Safety on Two Wheels" at their February 7 meeting in Pomona, Calif. Hope shared the speaker's podium with Richard A. Smart, assistent manager for public safety of the Automobile Club of Southern California and project director for the Explorer Scouts Motorcycle Training Program, to which Mr. Hope's company has also given invaluable assistance.

Climax of the session was a demonstration of safe riding by the Explorer Scouts from Post 981, La Mirada, Calif. The Scouts also provided free rides for the safety councilmen.

Joe Hope was selected by television channel KNXT in Los Angeles last week to give the rebuttal to their pro-helmet law editorial recently. The text of his statement is published below.

Reply: Motorcycle Safety
VIDEO: MR. HOPE. AUDIO:

"The motorcycle industry is safety conscious and generally supports the proposed motorcycle legislation. We supported Assembly Bill 978, except for the helmet portion of it.

"On the subject of helmets, it is difficult for the industry to make its position clear. We agree that a helmet definitely should be worn when riding a motorcycle However, we resist having helmets made mandatory by legislative action for the following reasons:

"Helmets do not prevent accidents. The other provisions of Assembly Bill 978 can help prevent accidents, but requiring a helmet only equips a person to survive an accident that might otherwise have been avoided.

"Motorcycles of themselves do not have accidents. Statistics prove most accidents involve novice riders. This obviously points to the need for motorcycle driver training. We feel the emphasis should be placed on this area of the safety problem, rather than after-the-fact protection.

"Secondly, mandatory helmets can be construed as an attempt to protect the individual from himself. We feel that this is not only contradictory to established Constitutional law, but would also set a dangerous precedent in every legislative area.

"Legislation of this kind has been strenuously resisted by automobile drivers and has not received the reaction that the resistance to mandatory helmets has. For example, seat belts will lessen the death rates in motor vehicle accidents. However, even though the manufacturer must now provide seat belts in each automobile, there is no law requiring a person to use them. How, then, can one justify a law requiring the motorcycle rider to wear a helmet?

Many of you mistakenly feel that this legislation will affect only the motorcycle rider. You are wrong. Over 50,000 people a year are killed in automobiles, many as a result of cranial injuries. Are automobiles next?

"As you can see, our position is difficult. We support the wearing of helmets but we resist the steady encroachment and Federal intervention into our way of life. I would like to see further debate on this subject."

MEN WHO KNOW MOTORCYCLES SELL MONTESA

TRACY SAYLOR 17 years a motorcycle rider, Tracy also flies his own plane, enjoys waterskiing, motorcycle riding and other athletic hobbies. If you want to talk motorcycles, talk to Tracy Saylor.

Tracy sells Montesas at International Motorcycle Co., 7233 Canoga Park, California. Telephone (213) 346-3700.

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THAT'S LLOYD LINGELBACH ON THE LEFT, an Expert in the desert, and parts manager for Nicholson Motors, North Hollywood.

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That's Jim Woolwine on the right, the car salesman and Motorcycle Lover, heavyweight scrambles rider #56.

Jim sells cars at Robert Hall Chevrolet in Tujunga. New cars, trucks, El Caminos... used, too— and new car leasing.

Jim caters to motorcycle riders.

Call Jim Woolwine at (213) 352-3241 or 353-3226.

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ATTENTION: CYCLE NEWS CONTRIBUTORS
We do not have the addresses of the contributors listed here. If you will contact us we will send you a check for your published work: SUSAN CLARK, GINGER BOWERS, ROGER EVANS, HARRY LAWRIE, JIM WILCOX. Contact CYCLE NEWS, P.O. Box 498, Long Beach, Calif. (213) 423-0431.

NEW 350 KAWASAKI AVENGER $625.
Red, uncrated, not ridden; Heath ignition Analyzer $50; 21" BSA front wheel; $25; Expertly modified 6" plus travel front fork for Honda 160, as new $69. Phone 405-332-5342, W. Blake, 1928 Foster Dr., Ada, Okla. 74820.

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TRADE: 68 H.D. XLCH, 65 Triumph T.T. special Triumph flattracker, 64 Bultaco, 11" South Bend lathe, Bell Star helmet, one piece set leathers, new Goodyear tires 400x18, 400x19, also misc. Am. mags. (714) 530-3812.

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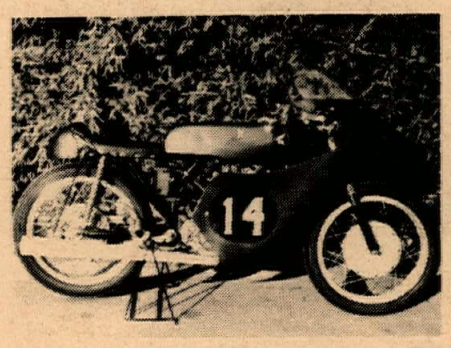

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Walt Axthelm's

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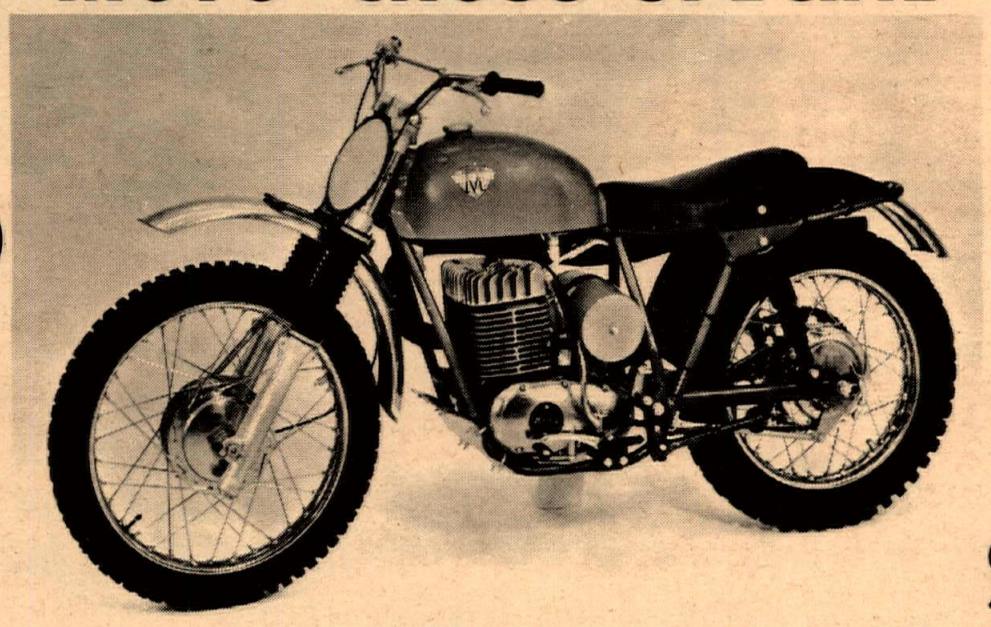

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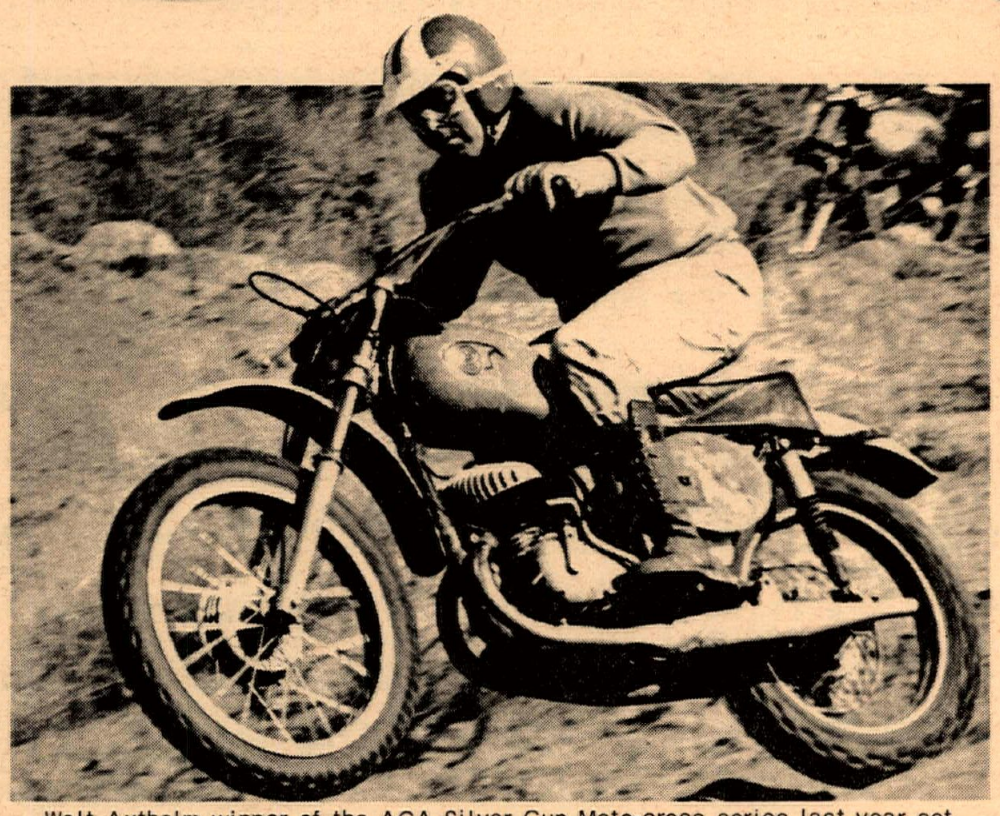

Walt Axthelm winner of the ACA Silver Cup Moto-cross series last year set the pace this past weekend at the Carlsbad Moto-cross, the first moto-cross of the year, and another first for Walt and the 360 C-Z.

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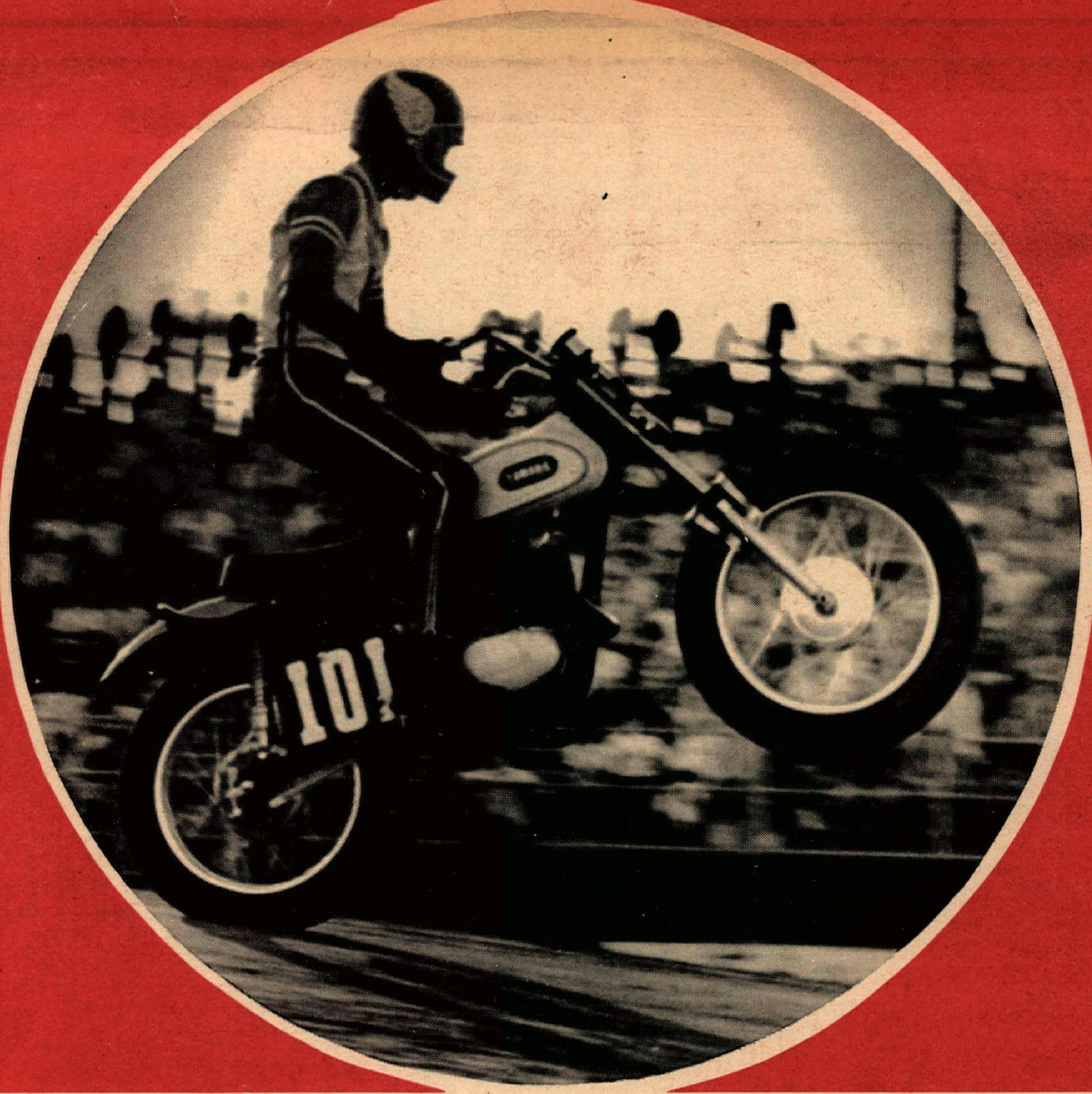

KEITH MASHBURN WINS ASCOT TT IN RACING DEBUT OF YAMAHA SINGLE

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